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THE NATIONAL PARTS RETURN PROGRAM

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Contract No. DOT HS-6-01433
Contract Amt. $68,426

DEPARTMENT OF TRANSPORTATION
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JULY 1978
FINAL REPORT

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16. Abstract

The National Parts Return Program involves the voluntary submittal by independent automotive repair facilities of failed automotive components and information. The purpose of the program is to gather information on these components and failure reports to assist the NHTSA in identifying the existence of safety-related manufacturing defects in design, materials, construction or performance of motor vehicles and motor vehicle equipment. Under authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect recall remedy campaigns when it has been determined that a defect relating to motor vehicle safety exists. In addition, the information obtained from these parts and reports is valuable in preparing Federal Motor Vehicle Safety Standards.

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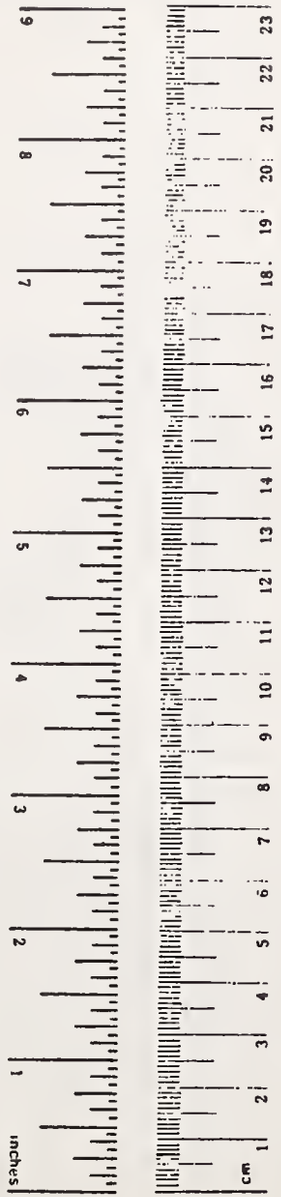
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

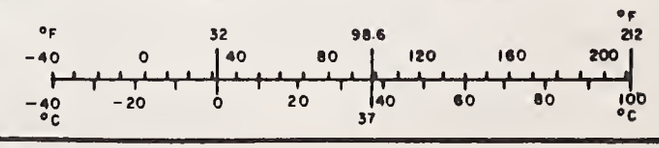
Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
		MASS (weight)		
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
		VOLUME		
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

*1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price $2.25, SD Catalog No. C13.10:286



Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
		AREA		
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
		MASS (weight)		
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
		VOLUME		
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



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Section 1

PROGRAM OVERVIEW

1.1 Purpose and Scope

The National Highway Traffic Safety Administration (NHTSA), under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, is tasked with the responsibility of defects investigation and the monitoring of recall campaigns involving motor vehicles and motor vehicle equipment. In order to adequately fulfill this responsibility, new information on alleged problems in the performance, construction, materials and components of motor vehicles and motor vehicle equipment is always needed.

The National Parts Return Program (PRP), administered by the NHTSA since 1971, satisfies a segment of this need for new information. Through the program, failed automotive components are voluntarily submitted to an NHTSA contractor (Kappa Systems, Inc.) by independent automotive repair facilities. These returned parts assist the Office of Defects Investigation in identifying potential safety-related defects in automotive components.

This final report describes the operation and maintenance of the PRP during the period 1 July 1977 through 30 June 1978. During this period, an expansion study was initiated to determine the feasibility of including new car dealers, high mileage fleets and automotive parts suppliers in the PRP. Approximately 630 new members were enrolled during this campaign. Contributions from these new members are reflected in the totals for the year as documented in this report. No further information on the expansion study will be included here, however, since the completion of the study will occur during the next contract year. The final report on the PRP for 1979 will include

complete documentation on the expansion study and an evaluation of the potential of new car dealers, high mileage fleets and automotive parts suppliers as PRP contributors.

1.2 Program Membership

Voluntary participants in the PRP include a total of 1883 independent repair facilities -- service stations, independent repair garages, etc. -- nationwide. Each facility has been solicited as a program member during an enrollment campaign. Some have been members of the program since its inception in 1971.

Repair facilities are distributed evenly across the country following zip code divisions. Hence, for each of ten geographic regions, there are approximately 188 members. As inactive members are deleted from the program, new members are enrolled in order to keep these figures fairly constant.

1.3 Contract Year Highlights

Emphasis during the past contract year was placed on three main points: (i) improving the quality of the parts received; (ii) continuing to increase inputs on newer model vehicles; and (iii) introducing the information report forms and hence strengthening the "information only" aspects of the program.

Quality of parts and information received is a function of the contribution's relationship to current engineering analyses, investigatory cases and audits, or recall campaigns conducted by the Office of Defects Investigation. This year, the PRP experienced an increase of 88% in the number of contributions which related to an engineering analysis or an investigation. In addition, there was a 100% increase in the number of contributions which related to a current recall campaign.

Information on newer vehicles increased slightly over last year also. Current model year inputs increased by .3%, information on one-year-old vehicles by 4.4%, and information on two-year-old vehicles by 1.2%. It is

expected that while a further increase can be anticipated in the coming contract year, vehicles out of warranty (and hence repaired at a local repair facility rather than a dealership) will continue to account for a majority of PRP inputs.

The introduction of an information report form, which is to be used in those instances in which a part is not available, was a major change during the current contract year. All members were supplied with information report forms -- postage pre-paid, folding postcards -- and instructions on the use of this new reporting tool. The reporting form has been enthusiastically accepted and will undoubtedly account for a significant portion of PRP inputs in the future. For the current contract year, information only inputs represented 11.03% of all contributions.

The contract year also saw a change in the style of the PRP News. The newsletter layout was altered from two to three columns, allowing for more flexibility. In addition, shorter articles were emphasized and greater care taken to keep members up-to-date on current defect investigations. A new item -- "The Forum" -- was also introduced, offering short notices on problems which individual members have reported. It is hoped that each of these changes will reflect the view that the PRP is dependent upon its membership for early indications of safety-related problems and that the PRP News should be the focal point of information exchange on such matters.

Section 2

PROGRAM OPERATIONS

2.1 Procedures

The objective of the PRP is to obtain defective safety-related parts and information from independent automotive repair facilities, new car dealerships, automotive parts suppliers and high mileage fleets on a voluntary basis. Towards this end, KSI is required to perform a variety of tasks.

The ultimate goal, of course, is to keep a high level of activity. New shops are enrolled to replace those which have been discontinued due to lack of activity. For each newly enrolled shop, one mailbag, five component identification tags and five information reporting forms are distributed. When a participant first contributes parts, three additional mailbags, five additional tags and five additional information report forms are provided. A newly active participant also receives two certificates of participation. Each contribution is acknowledged by a letter.

All parts and information received are checked for completeness and logged into the system as they arrive. A failed part data sheet and analysis code sheet is then completed. Parts are retained in storage and, where applicable, may be forwarded to the NHTSA for further analysis. Inventories are kept up to date to ensure quick identification and location of returned parts.

Participants are kept informed of problems in specific automotive components through the Parts Return Program News. In addition, Certificates

of Appreciation, signed by the NHTSA Administrator, are awarded annually for qualitatively or quantitatively significant contributions.

2.2 Shop ID File Description & Update

An inventory of all PRP members is kept on an automated Shop ID File. The Shop ID File is on a disk pack (direct access storage device) provided through our in-house mini-computer PDP 11/34. The file consists of certain major data elements, which are:

- shop name, address and zip code
- point of contact, usually the manager or owner
- shop ID number
- telephone number
- status (active or inactive)
- certificate year - the contract year end for which an active shop last received a certificate of participation
- current shop mailbag inventory

Several output reports have been designed to operate off of the data stored in the Shop ID File. These reports include a listing of participants, with all recorded data sorted alphabetically by state and then numerically by shop ID number for either inactive shops, active participants, or both; a mailing label format including shop, contact name, and address only; and selections of shops by zip code. This file is also used to produce a "Totals by Region" report detailing the number of PRP members and active shops as well as the level of participation for each region.

The reports produced from the Shop ID File are used to monitor and document certain items such as mailbag inventory, shop participation and

certificate recipients, and to maintain a current mailing list at the NHTSA for distribution of the monthly newsletter. Output reports (shop list by state and Totals by Region) are produced monthly; mailing labels are produced as required for distribution of the Defects Investigatory Cases Reports, etc.

The development of the existing shop identification number scheme for shops enrolled prior to last year was predicated on our desire to associate the individual shop number with the specific PRP region where the shop is located. These ten PRP regions correspond to the ten zip code regions and are identified by the first character of the zip code. The sole exception is in the state of New Jersey, which is part of PRP Region 1 although its zip code region is 0. In addition, the state and local geographic area of the shops are identified through a unique shop ID number. This number consists of eight characters, the first five being the zip code, and the last three, a numeric sequence number for the particular state. The three sequential numbers identify the unique record of a shop within its state and distinguish it from other shops located in the same city. A log is maintained identifying the highest sequential number that has been assigned for each state.

Each new shop enrolled during this contract year was assigned an identification number in the same manner as previously described, but with the addition of one character to precede the ID number. This character is either a 0 (zero), D, P, or F to identify the shop as an independent repair shop, new car dealership, parts supplier, or high mileage fleet, respectively. The system of nine characters not only identifies the types of shops enrolled but also distinguishes previously enrolled independent repair shops from those enrolled this year.

PRP mailbags used to return failed parts to the PRP are assigned unique sequential numbers. The mailbag number is entered on the shop's

record and remains there until the mailbag is returned or the shop is deleted. When a mail bag is returned and sent to another shop, the number is removed from the original record and entered on the record for the recipient shop. A log is maintained identifying the highest sequential number than has been assigned.

The PRP Shop ID File is updated monthly, and changes (additions, modifications, deletions) are supplied to the NHTSA for updating of the mailing list. All changes are coded, machine prepared and entered via batch mode to the Shop ID File. This deck includes all program deletions, additions, and modifications to existing records. After each update is run, a transaction sheet is produced showing the records affected by the update. The transaction sheet also identifies errors and totals the number of additions, deletions, and modifications.

After the monthly update is completed, a PRP shop list sorted in order alphabetically by state and shop ID number is produced from the file. The listing for each shop includes the owner's or manager's name and title, the shop name and identification number, and the address (street, city, state, area code, zip code, and phone number). Active shops can be identified on the computerized printout by an "A" on the third line after the telephone number. The latest certificate year of participation, such as "78", follows. The current mailbag inventory is listed by bag number after the shop ID number. The shop list is used to identify incoming mailbags, to show shop activity status, to obtain shop addresses, and to determine subjects for follow-up campaigns.

The new shop list is verified against the shop list from the previous month. If found acceptable, a "Totals by Region" report is produced. The "Totals by Region" report is used to monitor the number of enrolled and active shops for each region and overall. The report also shows the regional and national levels of participation.

2.3 Materials

Certain material items used for the PRP require some elaboration in this report. These items are used by enrolled shops and KSI to deliver, record and transcribe failure data.

Mailbags

The mailbags are used by the shops to forward failed automotive parts. After a mailbag is received by the PRP it is laundered and reissued, though not necessarily to the same shop.

Component Identification Tags

The failed part component identification tags (HS-396) are used by the shop to record failure and descriptive information for the part and the vehicle at the time the part is returned to the PRP. Shops are supplied with plastic protective covers for these tags to avoid obliteration by liquids or dirt from the failed part. Each tag is marked with the shop's identification number. The tag was changed from O.M.B. No. 004S 72032 to form O.M.B. No. 04R-5651 for the contract year.

Information Report Forms

The information report forms (HS-394) are used by the shop to record information when the actual part is not available to be sent to the PRP. Each information form is marked with the shop's identification number. This is a new addition for inputs to the PRP for the contract year.

Telephone Contact Report

To record data reported by telephone by participating shops or other parties, a telephone contact report is used. The form was modified for this contract year and is used for both initial and follow-up contacts. After the form is completed, it is attached to the failed part data sheet for review by KSI and NHTSA.

Failed Part Data Sheets

The failed part data sheets are used by KSI analysts to record and expand pertinent information on the failed part. Information report forms, telephone report forms, photographs and other related correspondence are attached to these documents. No changes were made to this document during the contract year. A failed part data sheet is filled out for each part or information input received.

Coding Sheets

The Vehicle Owner's Analysis Coding Sheet (HS-10) is used to transcribe data from the failed part data sheets. The data gathered through the PRP is entered and stored in the ODI Data Information System (DIS) Vehicle Owner Letter File. An HS-10 form is completed for every failed part data sheet.

Certificate of Participation

Each member contributing at least one failed part or item of information receives two framed Certificates of Participation. Since these certificates are the only visible reward to a member for time and effort expended, we believe the document should be of exceptional professional quality. Furthermore, the certificate should be different from year to year and designed so that it is both eye-catching and appealing. The certificate for 1977-78 is significantly different from the previous year.

2.4 Monthly Reports

Current project status is recorded in a letter-type monthly Progress Report. The report is deliverable by the tenth of the month following the reporting period and is retained by the Office of Defects Investigation and the Office of Contracts and Procurement within the NHTSA.

An automated report listing all parts and information received during a monthly reporting period sorted by component identification code is delivered to the NHTSA along with each progress report. Present capabilities provide that these monthly reports (or a selection of more than one month) can be sorted by PRP number or by unique shop code number as well.

The mailing list maintained by the NHTSA for distribution of the PRP News is monitored by KSI through verification of returned mail and telephone calls to assure that new enrollees are receiving the newsletter. Updates to the NHTSA mailing list are provided monthly and include new additions, deletions, and changes to name or address. These updates are derived from the monthly transaction sheets produced when the automated PRP Shop ID File is updated.

A newsletter draft is designed, prepared in draft form and delivered to the NHTSA early in the month following the reporting period. Printing and distribution tasks are handled by the NHTSA.

2.5 Administrator's Award

At the conclusion of each contract year, those shops that significantly contributed to the successful operation of the PRP either in a quantitative or a qualitative fashion are singled out for special recognition. The actual award is an attractive framed Certificate of Appreciation personally signed by the NHTSA administrator.

During the contract year the following shops received the Administrator's Award for their 1977 contributions to the PRP:

Automotive City, San Francisco, California
Bob's Service Station, Hammond, Indiana
Tommy's Auto Repair, Sioux City, Iowa
McLain's Auto Repair, St. Louis, Missouri
Longbard's Exxon Station, Poughkeepsie, New York
Harry's Auto Service, Great Barrington, Massachusetts
May's Auto Service, Mansfield, Ohio
Woody's Garage, Montoursville, Pennsylvania
L.A.D. Auto Electric, Spokane, Washington
Joe's Auto Service, Appleton, Wisconsin
Hagan Service Center, Gainesville, Georgia
Ise Automotive Service, Hollywood, California
Auto Hospital, Lincoln, Nebraska
Kolesnik's Service Station, Rochester, New York
Auto Brake Corp., Norfolk, Virginia
Doyle Automotive Service, Seattle, Washin gton
Park Auto Repair, Racine, Wisconsin

The Administrator's Award signifies NHTSA's personal recognition of those shops providing support and assistance in furthering safety on our highways.

2.6 Processing Parts and Information

All parts and "Information Only" inputs to the PRP follow a specific procedure from the time of their receipt to the time they are put into permanent storage. As mailbags, information report forms, and phone calls are received at KSI's office, a notation is made on the appropriate shop record in

the shop master list. Any changes to name, address, or status (active or inactive) are also recorded. Mailbags and correspondence are recorded on a daily log sheet. In the case of a mailbag, the mailbag number, shop ID number from a part ID tag and the date received are recorded. Using the shop ID number, the participant is located on the shop masterlist and the remaining information is added to the daily log. All available information or correspondence is recorded in the log; any missing information is obtained from the shop masterlist. The mailbag is marked with the date received and removed to the storage bin assignment. Correspondence and telephone calls are normally processed in the office.

Once removed to the storage facility, the parts are assigned PRP record numbers from a parts log. The log also shows the month received and the physical storage location for each part. The numbering scheme is set up not only to ensure that records in the ODI/DIS can be identified with the PRP as the source, but also that "Information Only" inputs can be differentiated from actual part records. Further, the "Information Only" records are separated into two groups. These groups represent information obtained from either a written document (information card, letter, etc.) or a telephone contact.

PRP record numbers are six-character numbers beginning with P (as opposed to other characters, i.e., H or O for Hotlines or Owner Letters) so that they may be differentiated from other records in the ODI/DIS. The second character indicates the type of PRP record. The specific values of the second character position are as follows:

- 0 indicates that an actual component has been received (If the contributor is unknown, the shop ID number field will be zero filled.)

- 8 indicates the record is an "Information Only" input received from a participating shop.
- 9 indicates the record is an "Information Only" input received from a participating shop through an initial telephone contact.

Parts that relate to the same failure are assigned the same PRP record number. Parts removed from the same vehicle at the same time that are not related to a single failure occurrence are assigned different record numbers. For example, if a frozen front disc brake caliper and a corresponding worn brake pad set were removed from a vehicle at the same time a leaking rear brake line was removed, they would be coded as follows:

- The frozen front disc brake caliper would be assigned a PRP record number.
- The corresponding pad set would be coded as a subsequent part using the same PRP record number.
- The leaking rear brake line, which does not have any obvious correlation to the frozen front caliper, would be assigned a different PRP number.
- The PRP numbers are recorded on the failed part component ID tag and the failed data sheet. Bin numbers are assigned randomly on a "space available" basis, except that parts with the same PRP number are stored in the same bin.

After the component has been assigned a PRP number, a failed data sheet is completed. Information report forms and telephone contacts are also recorded on failed data sheets. The failed data sheet is basically self-explanatory. A coding manual is necessary to complete the vehicle code, component classification and failure codes on the failed data sheet. The remaining information, except for failure description, is transcribed from the failed part ID tag, from the part itself, from the information report form or from the telephone contact sheet. The failure description area is used to record observations made by KSI analysts.

The failed data sheets are returned to the KSI office for review, completion of any missing information and data transcription. Using a coding manual and the PRP coding instructions, the information on the failed data sheet is transcribed to a Vehicle Owner Letter Coding Sheet (HS-10 Form). After verification, the HS-10 Form is machine-processed to produce a punched card deck. The deck is then verified and processed through an Edit/Update computer program prior to entry to the ODI/DIS vehicle owner letter file. Records passing the data edits are placed on the file.

2.7 The PRP News

Each month, the PRP News is distributed to PRP members. KSI delivers the draft of the PRP News to the NHTSA, who is responsible for its final preparation. During the contract year, all final copy preparation, printing and distribution tasks were performed by DOT. The format consists of four pages. KSI is responsible for developing the draft articles and supplying any necessary photographs and updates to the NHTSA shop mailing list. The PRP News contains articles on significant parts received, current NHTSA news and current program status. This document is the PRP program's principal means of communication with PRP shops and is designed to stimulate their participation as well as to keep them informed. KSI has been successful in maintaining an "information feed-back loop" using the newsletter by publishing information, comments and so forth, passed on by participants.

The most important factor in newsletter development is creating interesting reading material. Maintaining shop interest in the program is the primary objective of the PRP News. Changes have been introduced this year to better meet this objective. The newsletter layout has been changed from two to three columns. Short articles of interest have been added. The general approach taken is one which emphasizes easier reading and "quick access" to information.

2.7.1 Increasing Participation

Increasing participation in the PRP using the newsletter depends on the PRP's success in maintaining readership. Articles on failed parts are intended to bring more parts into the program, but the articles must also stress that these parts are needed by the NHTSA and that the shop is making a valuable contribution. Attribution to the contributing shop is critical, since non-contributing members can see that other shops are providing valuable information. The newsletter must also stress that returning parts is voluntary and does not require a large investment of their valuable time. This reinforces positive feelings on the part of the shops, while showing that submitting parts does not require much additional work.

Finally, the newsletter should provide some inspiration - an idea that causes a potential contributor to review the types of repairs performed with possible safety-related defects in mind. The inspiration should cause shops to look at the potential a defective part has of creating a hazardous situation, rather than looking at what has actually occurred. We feel certain that safety-related failed parts are overlooked because the defect did not create a problem even though the potential for serious consequences existed.

2.7.2 Education of Shops

Our concern has always been the education of the members in these areas: PRP objectives and operations, what a safety-related defect is, what parts are needed for the program, and what the PRP accomplished for the NHTSA and for highway safety. The newsletter is the principal tool for accomplishing this task. We maintain that, knowing what the PRP objectives are and what a safety-related defects is, a shop will make a more valuable contribution than if shops were only asked to contribute specific components. Knowing what role they play in highway safety, PRP shops are apt to take a more active interest in the program. The newsletter is developed with these themes in mind. We feel that this approach has improved the quality of the parts received.

2.7.3 Focusing on Newer Models

The PRP News has been the most valuable tool in obtaining more parts and information on newer model year vehicles. By featuring articles on new model vehicles and emphasizing the need for more information on such vehicles, we have used the newsletter to obtain failure information for vehicles one to two years old, if not current model vehicles. Since the repair facility segment of the program (as opposed to the new expansion program members such as new car dealers) do not generally work on vehicles which are under warranty, it is expected that current model year vehicles will not increase substantially in the information input totals.

2.7.4 Information on NHTSA Activities

Program enrollees are kept up-to-date on current NHTSA and DOT activities through the newsletter. We believe that publishing information on investigations and research results is necessary so that the readers can better understand how the NHTSA carries out its responsibilities as mandated by Congress. Although such information does not produce any tangible returns for the program, it does increase interest in the overall goals and directions of the NHTSA and hence indirectly affects program activity.

2.7.5 Newsletter Matrix

As an aid in the development of each newsletter, we prepare a series of matrices that depict previously published newsletter articles. Each matrix identifies a specific automotive system, e.g., brakes, steering, etc., and then identifies the specific article published on that system by vehicle model year, sub-assembly and manufacturer. Finally, the entry on the matrix is recorded by date of publication. A cumulative matrix for inputs from 1 July 1976 through 30 June 1978 is included as Appendix A to this report.

2.8 Supplementary Data

Failed Data Sheets are reviewed prior to transcription, to determine if a follow-up contact is necessary or desirable. Parts that meet one or more of the following Supplementary Data requirements are subject to a follow-up call to the contributing shop to obtain missing or additional information:

- part was removed from a new or one-year-old model vehicle (in this case, 1977 or 1978)
- part may be related to a collision occurrence, or an accident or fire is indicated
- personal injury is indicated
- part is of particular interest for a newsletter article
- the part is of particular interest to the ODI
- significant information is missing and there is an indication that the data may still be available

Once the supplementary data has been obtained and recorded on a telephone contact sheet, the record is transcribed on an HS-10 Form and then follows the existing procedure.

2.9 Monthly Automated Report

After the records have been processed and entered on the ODI/DIS letter file, a monthly automated report is produced.

A monthly retrieval of these records from the information system in a format approved by the NHTSA CTM produces a detailed report of the failed parts for the month. Present capabilities provide that these monthly reports can be sorted by PRP number, by unique shop code number, or by component classification code. In other words, we can sort these reports to provide any of the following information:

- a listing by sequential PRP numbers (a historical record)
- a listing grouping all of the records from the same shop together - this information tells us how many parts have been received from any one shop, state, or region
- a listing grouping all of the records of identical components - this information tells us how many identical parts we have received.

Section 3

PROGRAM RESULTS

3.0 General

The primary objective of the Parts Return Program is to provide a "real world" input to the defect investigations process. There are no other similar data available to the NHTSA which can serve as early warning indicators of potential safety-related defects in motor vehicles and motor vehicle equipment, since the sources here are directly involved in the servicing and repair of vehicles. A major objective of the contract year just concluded was to increase the number of parts and information received which relate to an engineering analysis, defect investigation or recall. In other words, the goal was the improvement of the quality of the inputs. In this, the program was quite successful. There was a 88% increase in the number of inputs relating to engineering analyses and investigations and a 100% increase in inputs relating to recall campaigns over the preceding contract year.

3.1 PRP Inputs

The PRP received 852 failed automotive component inputs during the period 1 July 1977 through 30 June 1978. Figure 1 depicts an overview of both cumulative and monthly activity during this reporting period. 193 members made contributions, an average of 4.4 per facility. Emphasis placed upon the quality of inputs is reflected in the greater number of components and data contributing to recalls, investigations and engineering analyses than was the case the previous year.

Each component or information input received is assigned a unique number (PRP number) to identify it as a PRP input. Parts common to the same

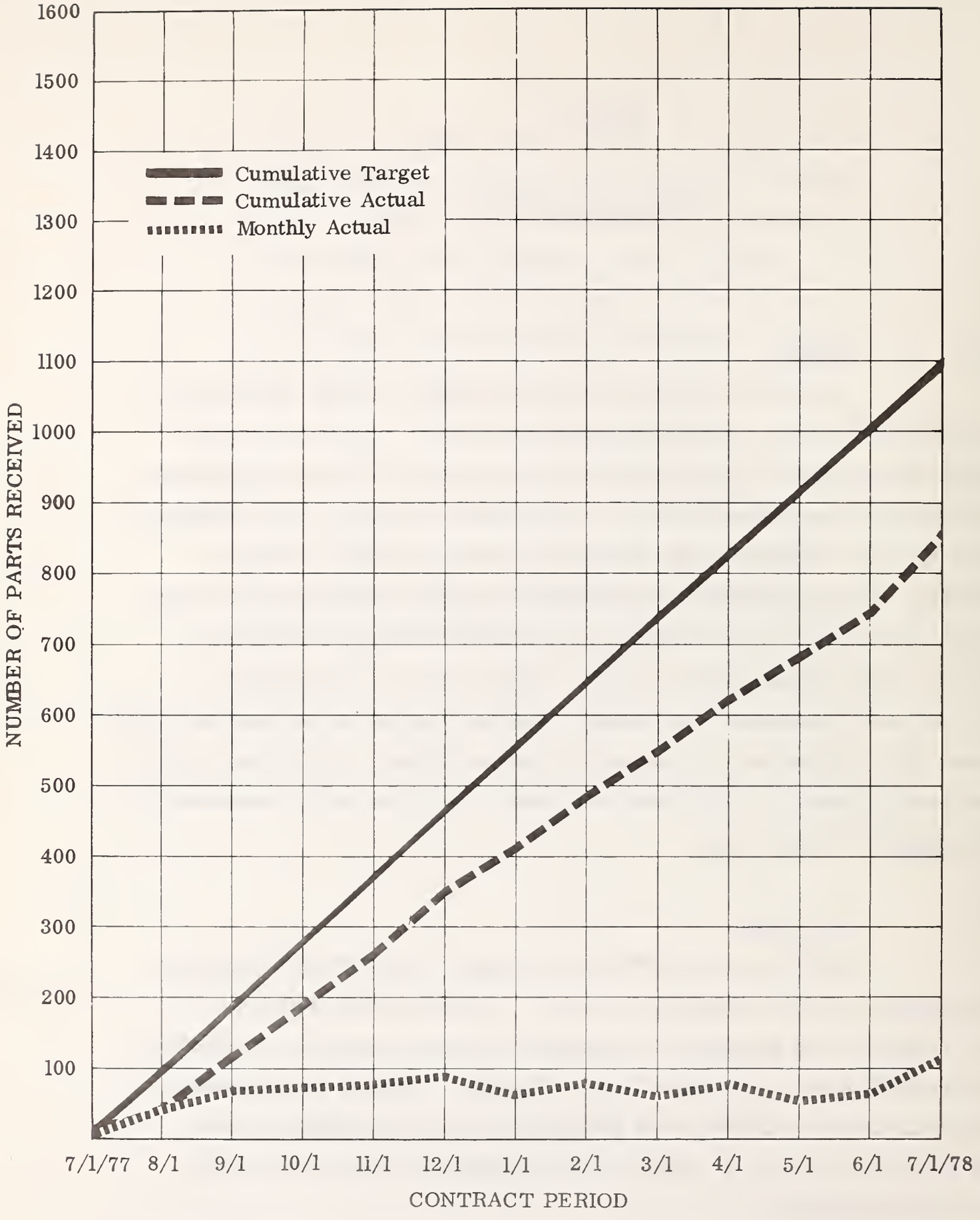

1600
1500
1400
1300
1200
1100
1000
900
800
700
600
500
400
300
200
100
NUMBER OF PARTS RECEIVED
Cumulative Target
Cumulative Actual
Monthly Actual
7/1/77
8/1
9/1
10/1
11/1
12/1
1/1
2/1
3/1
4/1
5/1
6/1
7/1/78
CONTRACT PERIOD

Figure 1

vehicle are assigned the same PRP record number but are differentiated by a component group identifier. Contributions are broken down by component class in Figure 2. Figure 3 details contributions by vehicle year. It is instructive to note that 30.8% of the contributions relate to 1973 and 1974 vehicles, while only .8% relate to 1978 vehicles. Program emphasis, in addition to the quality of parts, includes a goal of more information on newer vehicles. While .8% for current model year vehicles is still low, it does reflect a change from .3% for the previous contract year. Information on year-old vehicles has increased 4.4%, and information on two-year-old vehicles has increased 1.2%. These figures include the inputs from new car dealers, high mileage fleets and automotive parts suppliers enrolled in the PRP Expansion Study discussed above in Section 1. This in itself could account for the increase in information on newer vehicles.

3.2 "Information Only" Inputs

A valuable feature of the PRP is the "information only" input. Often the physical component will be unavailable for submittal due to size, warranty reimbursement requirements, customer return policies, etc. This year, for the first time, all PRP members were supplied with information reporting forms specifically designed for this purpose. The forms are handled in the same manner as the components received, but they are assigned a special series of PRP record numbers to further identify the input as information only.

The PRP also receives telephone calls from its member facilities with information concerning safety-related failures. A telephone contact report has been designed to record all pertinent vehicle and component data.

This new emphasis on information has proved to be highly successful. Ninety four information only inputs were received during the contract year, representing a total of 11.03% of all contributions. This reflects an increase of

Component Class	Total Number	% of CY 78 Total
Steering	101	11.79
Suspension	72	8.41
Brakes	235	27.58
Engine	121	14.13
Fuel System	128	14.95
Power Train	44	5.14
Electrical System	55	6.42
Lights & Horn	46	5.37
Visual Systems	5	.58
Heater-Defroster-Air Conditioner	21	2.45
Interior Systems	6	.70
Structure	15	1.75
Accessories & Equipment	3	.35
Total	852	

FIGURE 2. TYPES OF FAILED PARTS RECEIVED

Unknown	51
1978	7
1977	75
1976	85
1975	89
1974	128
1973	135
1972	77
1971	46
1970	65
1969	38
1968	16
1967	13
1966	12
1965	3
1964	9
1963	2
1962	1
Total	852

FIGURE 3. PARTS RECEIVED SORTED BY VEHICLE YEAR

1.52% over the previous year's information only inputs. The addition of the information only inputs adds yet another dimension to the PRP's goal of supplying the Office of Defects Investigation with real world inputs. More importantly, as reflected in Figure 4, 49.4% of all information only inputs related to 1976-1978 model year vehicles. The information only input is thus a valuable tool for increasing information on newer vehicles.

Figure 5 summarizes information received through the use of the information report forms and telephone contacts.

3.3 New PRP Operational Approaches

The PRP News has been utilized to present several new operational approaches during the contract year. The first new approach attempts to keep program members up-to-date on current investigations. Hence, the PRP News periodically includes a listing of current major defect investigations with a short statement explaining components and vehicles involved.

The second approach uses small blocks of space in the PRP News to describe the need for new inputs on specific components or information concerning safety-related failures that might be of interest to the NHTSA. Both approaches are helpful in guiding the program members on the types of information and parts that would contribute to current NHTSA investigations.

In addition, the concept of a reader's "forum" has been introduced to the PRP News. In the past, all inputs which were deserving of inclusion in the newsletter became either full-blown articles or were included with noteworthy news items in an "Items of Interest" section. The introduction of "The Forum" allows short inputs and responses to be reported as received and helps to support the view that the PRP News is in fact for the membership.

INFORMATION ONLY INPUT RECEIVED
DURING CONTRACT YEAR 1978
SORTED BY VEHICLE YEAR

Unknown	15
1978	7
1977	23
1976	16
1975	7
1974	7
1973	4
1972	4
1971	2
1970	6
1969	0
1968	0
1967	0
1966	0
1965	0
1964	2
196:	0
196	0
To· l	93

FIGURE 4. INFORMATION REPORTS BY VEHICLE YEAR

COMPONENT CLASS	MODEL YEAR												
	78	77	76	75	74	73	72	71	70	69	64	Other	Total
01000000 Steering			3	1	2							2	8
02000000 Suspension & Wheels	1	4	2	1			1					1	10
03000000 Brakes		6	6		1				2		2	1	18
04000000 Parking Brake	1												1
05000000 Engine & Cooling System	1	4	2			1	1	1				2	12
06000000 Fuel Systems		3	1	5	3	2	1	1	3			2	21
07000000 Power Train		5										5	10
08000000 Electrical			1										1
09000000 Lights & Horn													0
10000000 Visual Systems													0
11000000 Heater/Defroster													0
12000000 Interior													0
13000000 Structure/Body	4	1	1		1		1		1			2	11
15000000 Equipment						1							1
TOTAL All Component Classes	7	23	16	7	7	4	4	2	6	0	2	15	93
													Grand Total

FIGURE 5 TYPES OF INFORMATION ONLY INPUTS

The PRP News has also been redesigned graphically in the hope that the voice of the program will thereby be more appealing. The three columns of print, as opposed to the previous two-column layout, will allow for more flexibility in article layout, will be easier to read, and will promote interest in a greater variety of items.

3.4 Information on Newer Vehicles

A procedure to follow-up on reported failures in newer model cars was developed during the previous contract year. The procedures have remained in effect during this year, requiring inputs for 1977 and 1978 vehicles to be followed up with a phone contact to the facility originating the input. A follow-up contact sheet is completed for each phone contact adding the additional vehicle and/or component information to the original data received.

3.5 Parts Supporting NHTSA Investigations and Recalls

During the 1978 contract year, 90 parts and information inputs received from program members contributed to engineering analyses and investigatory cases. This represents 9.46% of the total PRP input for the year Fifteen cases and seventeen engineering analyses were supported by these PRP inputs, an increase of 88% over the total for the previous year. Figure 6 provides a summary of the related investigations.

PRP members also played a supporting role for twelve recall campaigns. The campaigns are summarized in Figure 7. The totals here represent an increase of 100% over the previous contract year. It is hoped, of course, that these percentages will continue to increase, since such a supportive role is the best indication of the importance of the PRP.

CASE OR AUDIT NO.	VEHICLES	COMPONENTS
C2-53	'67 and later Ford	Dual master cylinder
C4-18	'65 to '70 Fairlane, Ranchero, Montego, Falcon and Comet	Engine mounts
C4-44	General Motors	Rochester Carburetor float
C5-07	Pontiac with V-8	Timing gear and chain
C7-21	General Motors Corporation	Power brake booster
C7-22	'75-'77 Dart, Aspen, Valiant, Volare	Carburetor and emissions
C7-24	'70-'77 Ford Passenger Cars	Flex fans
C7-27	Buick	Power steering gear box
C7-30	'70-'77 Fiat	Undercarriage corrosion
C8-01	'75-'77 Cadillac	Electronic fuel injection system
C8-04	'68-'74 Intermediate and full size passenger cars	Idler arm and mounting bracket
C8-27	Ford Granada	Wiring
C8-28	Fiat	Wheel bearings
A7-06	'76 Ford Econoline	Steering gear attachment
C8-18	Firestone tires	Steel Belted Radials

FIGURE 6. CASES OR AUDITS SUPPORTED BY THE PRP

	RECALL CAMPAIGN NUMBER	VEHICLES INVOLVED	COMPONENT
GMC	76V065	'74 Chevy and GMC Trucks	Steering arm failure
	76V020	'65-'67 Buick Wildcat and Electra '70 Cadillac w/Cruise Control	Separated motor mount may jam throttle open
	76V132	'76-'77 Pontiac except Sunbird '76-'77 Chevrolet except Monza '77 Buick except Skyhawk '77 Oldsmobile except Starfire	Steering intermediate shaft
	77V098	'75-'76 Chevy & GMC Trucks C/P 20-30 Series	Lower control arm socket
	77V111	'76-'77 GMC & Chevy Trucks 30 Series and Cutaway Chassis	Master cylinder reservoir mounting bolts
FORD	77V125	'76-'77 Ford with A/C '76-'77 Mercury with A/C '77 Lincoln with 400 C.I.D.	Flex fan blade breakage
	77V097	'72 Torino '72 Montego '72 Lincoln '72 Ranchero	Flex fan blade breakage
	76V165	'76 E100-E150-E250-E350	Steering gear attachment bolts
CHRYSLER			
	77V242	'75-'76 Valiant '77 Volare	Accelerator pump seal
	77V212	'77-'78 Light duty Trucks Club Cab	Fuel tube abrasion with underbody reinforcement
	77V188	'77-'78 LeBaron '76-'78 Aspen '77-'78 Diplomat	Steel brake lines subject to battery acid corrosion
	76V054	'75 Valiant '75 Duster '75 Dart Sport	Left front brake line interferes with brake hose

FIGURE 7. PARTS RELATED TO RECALL CAMPAIGNS

3.6 Contributing Members

The level of activity of program members is, of course, a key to the success of the PRP. Continued active support is reflected both in the monthly part count, shown above in Figure 1, and in the breakdown of active members, shown in Figure 8 below. The latter figure demonstrates that "repeat business" is quite common once a member has become active. Repeat activity can be attributed to follow-ups such as the Certificate of Participation, the letter of acknowledgement which is sent upon the receipt of any input, and the newsletter map, which identifies monthly contributors.

PARTS RECEIVED FROM CONTRIBUTING SHOPS

NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
93	Harry's Auto Service	Great Barrington, MA (b) *
46	Auto Brake Corporation	Norfolk, VA (b)
38	Ise Automotive Service	North Hollywood, CA (b)
26	Kolesnik's Service Station	Rochester, NY (b)
26	Wheel Alignment & Brake Service	Las Vegas, NV (b)
25	L.A.D. Auto Electric	Spokane, WA (b)
20	Foreign Auto Service Center	Minneapolis, MN (b)
18	Big Brake Safety Service	Gulfport, MS (b)
14	Woody's Garage	Montoursville, PA (b)
13	Day-Nite Auto Station	Kaukauna, WI (b)
11	John's Garage	Nampa, ID (b)
11	Mr. Brake #11	Sacramento, CA (b)
10	Adam's Motor Service	St. Charles, MO (b)
10	Bothel's Garage	Cape Elizabeth, ME (b)
9	The Car Shop	Chicago, IL (a)
9	Vanowen Brake & Wheel	North Hollywood, CA (b)
8	A. Ruth's Garage	Colonie, NY (b)
8	Auto Hospital	Lincoln, NB (b)
8	Bud Jones Service	Delmar, NY (b)
7	Automotive City Service Center	San Francisco, CA (b)
7	Automotive Parts Center	Greenville, AL (b)
7	Clemens' Auto Repair	Racine, WI (b)
7	Musten Auto Service	Winston-Salem, NC (b)
7	Nash Road Motors, Inc.	New Bedford, MA (b)
7	Richfield Wheel Alignment	Minneapolis, MN (b)
7	Wayne & Lamarr's Garage	Brownsburg, IN (b)
6	Clearview Car Care Center	Metaire, LA (b)
6	Crane Auto Repair	Bricktown, NJ (b)
6	Tommy's Auto Repair	Sioux City, IA (b)
6	VINS Motor Service	Brooklyn, NY (b)
6	Wisconsin D.O.T.	Madison, WI (a)
5	Beloit Frame & Axle Co.	Beloit, WI (b)
5	Byerly Ford	Louisville, KY (a)
5	Doyle Automotive Service	Seattle, WA (b)
5	Dutch's Auto Repair	St. Louis, MO (b)
5	Front End Service	Manchester, NH (b)
5	Maurice's Automotive	Hollywood, CA (b)
4	Akron Wheel Alignment	Akron, OH (b)
4	D & Z Atlantic	Cornwell Heights, PA (b)
4	Dave Kyle's Garage	Phoenix, AZ (b)
4	Duncan's Auto Repair	Phoenix, AZ (b)

FIGURE 8

NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
4	Feld Garage, Inc.	Kenosha, WI (b)
4	Jake Johnson Garage	Atlanta, GA (a)
4	Roehl's Bee Line Brake & Align.	Appleton, WI (b)
4	Safety First Alignment & Brake	Indianapolis, IN (b)
4	Zenner Automotive	Colorado Springs, CO (a)
3	Archie's Auto Service	Glen Ellen, VA (c)
3	Auto Traac	St. Anthony, MN (a)
3	Basile's Exxon	Fairview Village, PA (b)
3	Billy W. Riley Alignment & Brake Service	Springfield, VA (a)
3	Bob Chester's Auto Service	Arlington, TX (b)
3	Bob's Service Station	Hammond, IN (b)
3	Bud Haskell's Garage	Falmouth, ME (a)
3	Central City Garage	Harrisburg, PA (b)
3	County of Dallas	Dallas, TX (a)
3	Deutzville Garage	Trenton, NJ (c)
3	Duane's Tune-Up Clinic	Manteca, CA (b)
3	Fairview Service Station	Lakeside, CT (b)
3	Fifth Street Automotive Service	Tyler, TX (b)
3	Glidden Auto Service	Nashua, NH (c)
3	Harold's Auto Service	Santa Rosa, CA (b)
3	Henniker Automotive	Henniker, NH (b)
3	Merrill's Automotive Service	Salt Lake City, UT (c)
3	McLain's Auto Repair	St. Louis, MO (b)
3	McNaughton Motor Service	Minneapolis, MN (a)
3	Pete's Auto Spring	Valley Stream, NY (c)
3	Rope Garage	Coon Rapids, MN (a)
3	Samo Wheel & Brake Service	Santa Monica, CA (b)
3	Sparky's Auto Service Center	New Bedford, MA (b)
3	Toman Auto Repair	St. Louis, MO (c)
2	A & T Automotive	Santa Clara, CA (a)
2	Ade & Bob's Muffler & Brake Center	St. Paul, MN (b)
2	A.T.S.	San Diego, CA (b)
2	Atwell Auto Repair	St. Louis, MO (b)
2	Autohaus, Inc.	Herndon, VA (a)
2	Auto Inn Garage	South Bend, IN (b)
2	B & G Auto Service	Arlington, VA (b)
2	Berea Auto Service	Greenville, SC (c)
2	Byrnes Service Station	Livonia, MI (a)
2	Capital Automotive	Lincoln, NB (b)

FIGURE 8 (continued)

NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
2	Chester Body & Repair Co.	Cleveland, OH (b)
2	Chuck & Wayne's Garage	Eugene, OR (a)
2	City of Tallahassee	Tallahassee, FL (a)
2	Des Moines Area Community College	Ankeny, IA (b)
2	Dick Jordan's Standard Service Station	Clayton, MO (b)
2	Doc's Auto Repair	Mesa, AZ (a)
2	Dollar Rent-a-Car	Sioux City, IA (a)
2	Ferino Brothers Exxon	Feasterville, PA (c)
2	Frenchy's Service Station	Duluth, MN (a)
2	Frerich's Garage	Sioux City, IA (b)
2	Gil's Automotive Service	Sioux City, IA (c)
2	Hessfort Service	Kenosha, WI (b)
2	Hurley Super Service Station	Pueblo, CO (b)
2	J. Gartner Auto Service	Chicago, IL (b)
2	Kelly Moran's Sunoco Service	Detroit, MI (c)
2	Mr. Brake	Salt Lake City, UT (b)
2	Mr. Brake #8	Nampa, ID (a)
2	Niebling Auto Repair, Inc.	St. Louis, MO (b)
2	Paul's Garage	Dayton, OH (c)
2	Pritz Foreign Cars of Colorado	Colorado Springs, CO (b)
2	Pro-Tune	Port Arthur, TX (a)
2	Ralph Cannon Auto Service	Atlanta, GA (c)
2	Raymond's Auto Repair, Inc.	Chicago, IL (a)
2	Reed's American	Rockville, MD (b)
2	S & D Tire Auto Center	Salt Lake City, UT (b)
2	Sassaman & Burden Auto Service	Temple, PA (b)
2	Skinner's Automotive Service	Albuquerque, NM (b)
2	Tom's Southside Alignment & Repair	Arlington, TX (b)
2	Wade's All Car Service	Lansing, MI (b)
2	Wayne Terrell's Garage	Macon, GA (b)
1	A & E Automotive Service	Fresno, CA (c)
1	Art's Service	Minneapolis, MN (a)
1	A.S.A.P.	Rockville, MD (a)
1	Automotive Maintenance, Inc.	Sarasota, FL (b)
1	Automotive Specialties	Paramount, CA (b)
1	Auto Safety Service, Inc.	Oakland Park, FL (b)
1	Babei's Service	Manchester, NH (b)
1	Barrows Standard Station	Macon, GA (c)
1	Belote's Bayshore Garage	Dunedin, FL (a)
1	Ben Lindenbush, Inc.	St. Louis, MO (a)
1	Brake-O-Rama, Inc.	Lodi, NJ (b)
1	British European Auto Service	Miami, FL (a)
1	Bureau of Motor Vehicles	Lancaster, PA (a)

FIGURE 8 (Continued)

NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
1	Cambridge Brake Service	Cambridge, MA (b)
1	Carter's Auto Service	Santa Fe, NM (a)
1	Certified Auto Repair Service	Fridley, MN (a)
1	Certified Truck & Auto Service	Salem, VA (b)
1	City of Cincinnati Auto Fleet	Cincinnati, OH (a)
1	C & R Garage	Hartford, CT (a)
1	C & S Brake Service	Fort Worth, TX (b)
1	Dana Meyer Foreign Car Service	Albany, CA (b)
1	Danvers Shell Service Center	Danvers, MA (c)
1	De Angelis Garage	Norristown, PA (c)
1	Desert Hills Phillips 66	Las Vegas, NV (b)
1	Don Herman's Quality Service	Chicago, IL (a)
1	Doyle's Service	Massillon, OH (b)
1	Eddie's Garage	Nashville, TN (c)
1	Fairchild's Service	Minneapolis, MN (a)
1	Farrell's Sunoco	Fairview Village, PA (b)
1	Flanders Brake & Alignment Service	Hartford, CT (c)
1	Friendship Amoco	Burke, VA (a)
1	Gene Casey's Arco	Lynn, MA (c)
1	Gordie's Auto Service	West Chester, PA (b)
1	Gotham Auto Lease, Inc.	New Rochelle, NY (a)
1	Hamner Automotive & Transmission	Corona, CA (b)
1	Hansen Automotive	Minneapolis, MN (a)
1	Highland Crest 66	Kansas City, KS (a)
1	Hutt & Stiles	Skokie, IL (b)
1	Ike's Automotive Maintenance	Montgomery, AL (b)
1	Import Machine	Kewaunee, WI (a)
1	Imports Limited	Marietta, GA (b)
1	Jack Stoltz's Garage	Winston-Salem, NC (b)
1	J. A. Payne Alignment Service	West Point, VA (b)
1	Jason's Auto Parts	Van Nuys, CA (a)
1	Jefferson County, Trans. Division	Louisville, KY (a)
1	Joyce Motors	Arlington, VA (c)
1	Kallen's Garage	Van Nuys, CA (b)
1	King Co. Brake Service	Seattle, WA (b)
1	Korzun & Corlette Garage	Euclid, OH (c)
1	Lawrence's Garage	Irving, TX (a)
1	Lee Randall & Son	San Diego, CA (c)
1	Lexington Brake	Lexington, KY (b)
1	Lippy's Auto Service	Richmond, VA (c)
1	Maryland Brake & Alignment	Baltimore, MD (a)
1	Meade & Greenlee Garage	Salem, OR (b)
1	Midas Muffler	Pennsauken, NJ (b)
1	Midas Muffler Shop	Bakersfield, CA (b)

FIGURE 8 (Continued)

NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
1	Mooney's Wheel Alignment & Brake Service	Oklahoma City, OK (b)
1	Natural Bridge Auto Parts	St. Louis, MO (a)
1	New York Auto Radiator & Body Shop	Albany, NY (a)
1	Precision Auto Repair	San Francisco, CA (c)
1	Red Ivey's Automotive Service	Atlanta, GA (b)
1	Riverside Automotive	Boise, ID (a)
1	Riverside Auto Parts	Macon, GA (a)
1	Robert's Auto Repair	Chicago, IL (a)
1	Roswell Fina	Roswell, GA (a)
1	Runge's Auto & Tire	Chicago, IL (a)
1	Scientific Products	McGraw Park, IL (a)
1	Sequoia Automotive Inst.	Sunnyvale, CA (a)
1	Sports Car Service	Seattle, WA (b)
1	Star Automotive, Inc.	Star, ID (a)
1	State of FL Dept. of Gen. Services	Tallahassee, FL (a)
1	State of MN Trans. Div.	St. Paul, MN (a)
1	Steel's Garage	Rockford, IL (a)
1	Steiger & Gertzen Garage	Fridlen, MN (a)
1	Stop & Go Brake & Wheel Service	Portland, OR (b)
1	Tim's Import Sales & Service	Hutchinson, KS (b)
1	Tommy's Automotive	San Angelo, TX (b)
1	Wales Garage	Ft. Lauderdale, FL (c)
1	Werk Brothers Garage	Pasadena, CA (b)
1	West Ervin Auto Repair	Tyler, TX (a)
1	Yearian's Tire, Inc.	West De Moines, IA (b)
1	Yon Brother's Garage	Charleston, SC (c)
1	Other Sources	

*

(a) - First active ever in '78
(b) - Active in '78 and '77
(c) - Active in '78, inactive in '77, previously active

FIGURE 8 (Continued)

Section 4

CONCLUSIONS AND RECOMMENDATIONS

4.1 Conclusions

4.1.1 The PRP News

The monthly PRP News is the single most effective tool employed in the program. In fact, if there were one facet of the program operations upon which the success of the PRP depended, it would be the timely information flow made possible by the PRP News. The newsletter is the only continuous communications link between the program administrators and members.

We believe that the recent changes in the newsletter -- namely, the change to a three-column layout and the development of the "Forum" concept for the interchange of ideas -- have dramatically improved the newsletter readability and, hence, effectiveness. Further experimentation in layout and graphics should produce a similar effect.

4.1.2 Shop Activity

Experience in previous contract years pointed to the possibility that shops which remain inactive for more than one year are no longer of value to the program. Based upon this assumption, addition and deletion approaches were developed which would presumably increase the level of contributions. The results of the current contract year do not entirely support this conclusion, however. Figure 8 above demonstrates that 24 shops which were inactive during the 1977 contract year became active in 1978. In addition, at least one shop which has been in the program since 1975 first became active during this contract year (Bud Haskell's Garage; Falmouth, Maine). That shop contributed 3 parts!

We must therefore conclude that the "inactive for one year" criterion for deletion is too restrictive and that motivational campaigns may be much more critical to the program's success than addition/deletion campaigns.

4.1.3 Quality versus Quantity

While numbers of parts received for a given contract year must remain an important aspect of the program, it is apparent that the current contract year succeeded in increasing the quality of parts and information received. This approach is, we believe, an important one to continue. It is best achieved through the newsletter and special mailings, offering an indication to the membership of the kinds of information desired.

4.1.4 Information Only Inputs

The introduction of the Information Report Forms to the program this year was quite successful. Program members appear to be willing to take the time to fill out the forms. The informational aspects of the program have therefore taken on increasing importance. The submission of actual parts should never, of course, be de-emphasized. Nonetheless, significant increases in information can be expected through the use of the new forms. Most interestingly, more information only inputs were received on fuel system problems than on any other types of problems. Since fuel systems are not easily transmitted to us (especially fuel tanks), the information forms are truly serving a purpose here.

4.2 Recommendations

4.2.1 PRP News

Further efforts should be undertaken to increase the readability and overall appearance of the newsletter. All such efforts should be predicated

on the view that the newsletter is for the membership, that each member's input is considered seriously as a potential news article or short, and that the forum approach truly represents an information exchange. To this extent the PRP can become the information feedback process which it should be.

A number of shops have submitted photographs during the past year, some of which were first-rate efforts. The photos accompanied information report forms and typically pictured the failure mode involved. Many of these photos were used in recent newsletters. We believe that efforts during the coming contract year should include motivating shops to submit photographs. One motivational technique here would be the use of photo credits in the newsletter.

4.2.2 Motivators

New media efforts should be made during the coming contract year to motivate active participation. A poster, currently under development, should be distributed to assist shops in determining what parts are of interest to the NHTSA. In addition, we believe that a brochure detailing the objectives of the PRP should be developed and distributed to all members. The brochure could be used as a reference for PRP history, typical failed parts needed, etc. In addition, it would function as an immediate motivator for currently inactive shops.

4.2.3 Regional Representatives

A new approach which we feel might increase active participation is the designation of specific shops as regional representatives of the PRP. Initially, this would simply be an honorary title, developed to coincide with the Administrator's Award. Later, however, we might begin to use the regional representative as a point of contact within a given region. While there is no intention here to burden a shop with additional assignments, the concept would add a note of formality to the program. It could also be developed as

a motivator for greater numbers of contributions from individual shops. The regional representatives might also be called upon to attend a yearly meeting, preferably with the Administrator, to discuss highway safety issues.

4.2.4 Administrator's Award

We believe that a greater amount of publicity should surround the annual Administrator's Awards. We have tried in the past to inform local newspapers of awards. We now feel that an advance notice from the Administrator's office to newspapers and a public award process are in order. One possibility here would be to have the NHTSA regional representatives make the awards in person. An invitation to the local press would also help to generate a greater amount of publicity. In turn, excerpts from local press articles could be printed in the PRP News in order to motivate other shops to compete for the annual award.

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

STEERING

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
10/76	'75 Cadillac Ambulance--Power Steering Pump					
11/76	'76 Delta Royale Steering Gear		'71 Pinto Steering Gear	'66 Jeep--Steering Gear Box Mounts '75 Hornet--Power Steering Hose		
12/76	'75 30 Series Van Steering Gear					
1/77		'75 Maxivan Tie Rod				
2/77	'74 Camaro Steering Pinion Gear					
6/77			'72 & '74 Capri Steering Pinion Gear		Fiat 124-128-850 Undercarriage corrosion	
8/77			'77 Monarch Tie Rod			'68-'74 IHC Tractor Truck Steering System

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

STEERING

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
12/77		'78 Chrysler '77 & '78 Plymouth & Dodge Steering Columns	'68 - '74 Ford Idler Arm			
1-2/78		'77 Monaco Pitman Arm				
3/78			'71-'78 Capri '75-'77 Granada & Monarch--Power Steering control valve			
4/78				'75-'77 Gremlin and Hornet--6 cyl power steering hose		
5/78		'75 Monza, Starfire, and Skyhawk V-8 Front wheel bearing and spindle	'76 E-100 Vans Drag link assembly			

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

SUSPENSION

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7/76			'74 E-100 Van axle			
1/77					'75 VW Rabbit Control Arm '75 Spitfire axles	
2/77			'71-'77 Capri Stabilizer bar			
1-2/78			'77 Pinto Control Arm			
3/78		'77 Tradesman Van Front spring				

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

WHEELS AND TIRES

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
8/76					Pirelli tires	
11/76						Firestone 500 Steel belted radials
12/76						Tru-Spoke wheels
2/77						Firestone 500 recall Bus spindle failures Goodyear tread
3/77	'75 Delta 88, '75 Cutlass, '75 Cadillac, '75 Caprice Bearing and spindle	Dodge Tioga II Goodyear tread separated				
4/77			F-250-350 trucks P-350-400 trucks Budd Wheel side ring separation			
12/77						'75-'77 Steel Belted radial survey

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

BRAKES

Date Month/Year	Vehicle or Equipment Manufacturers					
	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7/76	'70 Chevelle Malibu Master Cylinder					
8/76			'67 Mustang Brake pedal		'71-'72 Datsun 510 Brake fluid leak	Brake fluid pressure warning
10/76			'74 Elite Brake caliper			
12/76	'73 GMC 3/4 ton truck-brake hose '71 to '76 Full size passenger cars Brake drums and Rotors		'67-'69 Mustang Pedal bracket			School bus brake line corrosion
1/77			'74 Continental Rear brake line			
2/77	'71 - '72 Cadillac Brake hose					
4/77		'73-'75 Dodge pick-up Trucks Brake hose		'70 -'76 Hornet and Gremlin-- Brake line		

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

BRAKES

Date Month/Year	Vehicle or Equipment Manufacturers					
	General Motors	Chrysler	Ford	AMC	Imports	Equipment
5/77					'75-'76 VW Rabbit '75 VW Dasher Master cylinder	
7/77	'76 Gran Prix Brake hose					
9/77			'77 F-350 Pickup Brake hose	'75 Hornet Master cylinder		
10/77				'75 Hornet Brake line		
11/77		'78 Diplomat and LeBaron - Brake lines				Master cylinder survey
1-2/78					'75-'78 Honda motorcycles Rear disc brakes	
5/78		'78 Magnum XE Emergency Brake Cable	'74 Pinto Brake piston corrosion Ford Truck Rear wheel speed sensor			Carter YF Single barrel carburetor

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

ENGINE

Date Month/Year	Vehicle or Equipment Manufacturers					
	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7/76	'65-'67 Wildcat and Electra '70 Cadillac Engine mounts					
2/77	'65-'75 Chevrolet Water pump					Flex-fan failures
5/77			'70-'77 Cars and light trucks Flex-fans			
7/77		'75-'76 Dart & Valiant, '76-'77 Aspen and Volare Stalling	'76-'77 Mercury & Lincoln Flex-fans	'76 Matador Flex-fans		
10/77		'75-'77 Dodge and Plymouth Stalling				'73-'77 Mack Trucks Flex-fans
1-2/78						Flex-fans
3/78			'77 LTD and Econoline Crankshaft pulley			

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

FUEL SYSTEM

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
9/76	'65-'66 Chevrolet '66 Buick Carburetor plug				Honda CB500 Motorcycle Gas cap '72 Fiat 124 '73 Fiat 128 Fuel filler hose	
10/76	'71-'76 Cadillac Fuel tank					
12/76			'76 Pinto, Bobcat & Mustang II Fuel leakage			
3/77			'73-'74 V-8 Engine Pollution control			
4/77	'71 Caprice '72 Nova Throttle cable		'75 Granada Throttle cable			
6/77					'70-'74 Porsche 915 Fuel leaks	

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

FUEL SYSTEM

Date Month/Year	Vehicle or Equipment Manufacturers					
	General Motors	Chrysler	Ford	AMC	Imports	Equipment
8/77			'77 Base Models Fuel filler cap			
10/77					'75-'76 TR-7 Accelerator cables	
11/77		'75-'77 Aspens, Valiants, Volares, Dart Stalling			'74 Fiat 124 Fuel canister	

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

POWER TRAIN

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
10/76		'76 Colt and Arrow Drive line, vibration damper				
12/76	'73 Century Station Wagon--Converter flex plate					
4/77	'70 Cadillac Converter flex plate					
9/77			'73-'78 Passenger cars & light trucks Transmission linkage			
11/77			'77 LTD--Drive shaft			
3/78			'77 Torino Axle housing			
4/78	'76 Chevette Transmission hose		Ford C-6 and FMX transmission			

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

ELECTRICAL SYSTEM

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7/76					'71 Audi Battery	
8/77					'70 - '72 Toyota Corona and Corona MKII Neutral Safety switch	
					'75-'77 TR-7 '75 Midget and Jaguar XJ12 Ignition amplifier	
12/77	'75 Chevrolet Distributor					
4/78			'76-'77 Ford Ignition amplifier			

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

LIGHTS/HORN

Date Month/Year	Vehicle or Equipment Manufacturers					
	General Motors	Chrysler	Ford	AMC	Imports	Equipment
12/76				'75 Matador Turn signal		
3/77					'73 TR-6 Headlight switch	
9/77	'77 Chevelle Brake light switch					
10/77			'71-'72 Capri Headlight switch			

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

VISIBILITY SYSTEMS

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7/76			'71-'73 Capri Wipers			
10/76					'76 Harley Davidson Electra-Glide Motorcycle Windscreen	
6/77			'75 E-150 Supervan Wiper motor			

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

VENTILATION

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
8/76	All vehicles A/C limiter fuse					
1-2/78					'72-'73 Toyota Celica Heater hose	

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

INTERIOR

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
7/76					'75 Honda Civic Seat	
3/77			'68-'69 Cougar and Mustang Bucket seat back			Passive restraint review
12/77		'75 Dodge B300 Van Seat			'72-'75 Peugeot Seat belts	

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

STRUCTURE

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
5/77			'72 Galaxie '73 LTD Frame			

PRP NEWSLETTER ARTICLES
1 JULY 76 to 30 JUNE 78

ACCESSORIES

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
11/76						Auto ramps
12/76						Timing lights
10/77						Hydraulic floor jacks
4/78						Sumo scissors jack

APPENDIX B

FAILED PARTS SUMMARY

NUMBER OF PARTS	COMPONENT CLASSIFICATION	DESCRIPTION
1	01000000	Steering Assembly
2	01110000	Steering wheel-handlebar
1	01120000	Steering column
1	01150000	Steering column shaft - upper
4	01160000	Steering column coupling
1	01210000	Manual steering gear box
5	01220000	Power steering gear box
2	01230000	Unknown type steering, gear box
1	01231000	Unknown type steering, shaft - lower worm
4	01232000	Unknown type steering, shaft - sector
2	01300000	Steering power assist
7	01310000	Steering power assist - pump
10	01330000	Steering power assist - hose, fluid
2	01400000	Steering gear, rack and pinion
1	01430000	Steering gear, rack
6	01510000	Steering linkages - arm, Pitman
3	01520000	Steering linkages - link, drag - connection
30	01530000	Steering linkages - arm, idler and attachment
1	01550000	Steering linkages - tie rod, inner
14	01560000	Steering linkages - tie rod, end
2	01570000	Steering linkages - sleeve, tie rod - adjustabl
1	01580000	Steering linkages - knuckl - spindl - arm
1	02000000	Suspension
1	02110000	Suspn Indp. Ft. Attaching Mechanisms
3	02111000	Suspn Indp. Ft. Attach. Mechanisms - strut rod
4	02112000	Suspn. Indp. Ft. Attach. Mech. - Stabilizer bar
1	02120000	Suspn. Indp. Ft. Shock Absorber
2	02132000	Suspn. Indp. Ft. Ctrl Arm Unk. Typ - ball joint
4	02140000	Suspn. Indp. Ft. Control Arm, upper
1	02141000	Suspn. Indp. Ft. Ctrl Arm, upper - shaft, inner
3	02142000	Suspn. Indp. Ft. Ctrl Arm upper - Ball joint
10	02150000	Suspn. Indp. Ft. Control Arm - Lower
11	02152000	Suspn. Indp. Ft. Ctrl Arm, Lower - ball joint
3	02160000	Suspn. Indp. Ft. Spindle - Knuckle, steering
6	02170000	Suspn. Indp. Ft. - Bearing wheel

NUMBER OF PARTS	COMPONENT CLASSIFICATION	DESCRIPTION
2	02224000	Suspn. I Beam, Sld, Ft: U Bolt - spring to I beam
1	02230000	Suspn. I Beam, Sld, Ft: Spring, coil
1	02250000	Suspn. I Beam, Sld, Ft: Spindle - knuckle
2	02340000	Suspn - Twin - I-Beam, Sld, front - spring coil
1	02420000	Suspn. Sgl Axl R-Control arm
3	02430000	Suspn. Sgl Axl R-Torsion bar
1	02460000	Suspn. Sgl Axl R-Shock Absorber
4	02482000	Suspn. Sgl Axl R-Non-power axle, axle Asm.
1	02615000	Wheels Lugs - Nuts - Bolts
1	02621000	Wheels Sngl - Rim Base
5	02700000	Tires
1	03200000	Brakes hydraulic system
1	03213000	Brakes Hydraulic - switch, brake light
1	03214000	Brakes Hydraulic - other
5	03223000	Brks. hydraulic - pwr assist - check valve
1	03224000	Brks. hydraulic - pwr assist - booster
42	03230000	Brks. hydraulic - master cyl
5	03233000	Brks. hydraulic - mstr cyl pistons - cups - spring
2	03234000	Brks. hydraulic - mstr cyl. other
3	03240000	Brks. hydraulic - lines, fittings
7	03241000	Brks. hydraulic - lines, metallic
73	03242000	Brks. hydraulic - lines-hose, non-metallic
1	03243000	Brks. hydraulic - fittings, metallic
1	03245000	Brks. hydraulic - differential - proportion vlv.
2	03261000	Brks. hydr - shoe and drum wheel cylinders
2	03262000	Brks. hydr - shoe and drum system - shoes
2	03263000	Brks. hydr - shoe and drum system - linings
15	03264000	Brks. hydr - shoe and drum system - drum
3	03265000	Brks. hydr - shoe and drum system - other
4	03270000	Brks. hydr - shoe - disc brake system
12	03271000	Brks. hydraulic - disc - caliper
20	03272000	Brks hydraulic - disc - pads and shoes
30	03273000	Brks hydraulic - disc - rotor - disc hub
2	04150000	Prkng emrg brk mech - linkages and cables

NUMBER OF PARTS	COMPONENT CLASSIFICATION	DESCRIPTION
40	05110000	Engine mounts
5	05130000	Engine pulley, crankshaft
10	05140000	Engine flywheel
19	05150000	Engine - other parts
4	05150030	Engine valves, valve train
7	05151000	Engine - timing gear and chain
1	05210000	Engine cooling system - radiator
4	05220000	Engine cooling system - hoses
3	05230000	Engine cooling system - pump, water
20	05240000	Engine cooling system - fan
1	05250000	Engine cooling system - belts
3	05260000	Engine cooling system - thermostat
4	05270000	Engine cooling system - other parts
1	06100000	Fuel systems
4	06112000	Fuel tank assembly
6	06113000	Fuel tank assembly - tank
2	06114000	Fuel tank assembly - gauge, fuel
2	06120000	Fuel emission control
2	06123000	Fuel emission control - canister
1	06130000	Fuel lines fittings and pump
3	06131000	Fuel lines, metallic
8	06132000	Fuel lines, hoses, non-metallic
3	06135000	Fuel filter line
2	06136000	Fuel pump
4	06200000	Fuel carburation
5	06210000	Carburetor, unknown type
8	06212100	Carburetor, unknown type - choke
13	06213000	Carburetor, unknown type - other part
1	06220000	Carburetor, single
7	06223000	Carburetor, single - other part
3	06230000	Carburetor, double
14	06233000	Carburetor, double - other part
2	06243000	Carburetor, four-barrel - other part
1	06310000	Fuel Injection, unknown type
4	06327000	Fuel injection, electric - injector
2	06400000	Throttle linkages and control
4	06430000	Throttle linkages, accelerator, flexible
5	06500000	Exhaust/Crankcase emission control devices
1	06510000	Exhst/Crnkcse emission cntrl - pump, air
5	06530000	Exhst/Crnkcse emission cntrl - check valve
11	06610000	Exhaust system - manifold, engine
1	06620000	Exhaust system - pipe, exhaust
1	06640000	Exhaust system - tail pipe
2	06651000	Converter

NUMBER OF PARTS	COMPONENT CLASSIFICATION	DESCRIPTION
1	07100000	Power train clutch assembly
2	07120000	Power Train clutch asm - linkage, flexible
1	07140000	Power train clutch asm - crosshaft, pivot
1	07150000	Pwr trn clutch asm - level, release, throw-out
1	07160000	Pwr trn clutch asm - housing, bell, clutch
1	07200000	Power train transmission, standard - manual
2	07240000	Pwr trn trns. - unk. typ
1	07241000	Pwr trn trns. - unk typ - lvr & linkg, col. shift
5	07300000	Power train transmission, automatic
2	07350000	Pwr trn, auto - swch - solenoid, shift, vac
1	07400000	Power train driveline (Ind. F or R in loc)
2	07410000	Power main driveline - universal joint
6	07411000	Pwr trn driveline univ. jt. - standard
2	07420000	Pwr trn driveline - shft - chain, propelr, driv
6	07450000	Pwr trn driveline - diffential unit
2	07460000	Power train axle assembly
3	07462000	Pwr trn axle assembly - shaft, axle
3	07464000	Pwr trn axle assembly - seal, axle shaft
2	07470000	Power train - other part
2	08120000	Electrical system battery - cable
1	08220000	Electrical system regulator
1	08230000	Electrical system starter
4	08231000	Electrical system starter motor
1	08240000	Electrical system starter - other part
2	08310000	Elect. Sys. Wiring - harness, front - under hood
2	08500000	Electrical system - ignition
2	08510000	Electrical System - ignition - switch
5	08530000	Elec sys ignition - wiring, primary & second
4	08540000	Elec sys ignition - electronic control unit
31	08550000	Elec sys ignition - other part
2	09101000	Swch - button - ring - high/low beam dimmer
1	09102000	Swch - button - ring - head lights
2	09106000	Swch - button - ring - brake lights
34	09110000	Swch - button - ring - turn signal lights
1	09114000	Swch - button - ring - reflective lights
2	09200000	Lamp or socket - unspecified light
2	09203000	Lamp or socket - side marker lights
2	09205000	Lamp or socket - tail lights

NUMBER OF PARTS	COMPONENT CLASSIFICATION	DESCRIPTION
1	10210000	Visual systems mirrors - rearview, interior
1	10311000	Visual systems windshield wiper/washer switch
2	10312000	Visual sys windshield wiper, motor
1	10314000	Visual sys windshield wiper, arm
2	11103000	Water - heatr, dfrstr, dfggr, fan motor
2	11110000	Water - htr, dfrstr, dfggr - heater core, water
3	11116001	Water - htr, dfrstr, dfggr - control valve
2	11601000	Air conditioner - switch, fan
1	11604000	Air conditioner - relay
2	11605000	Air conditioner - circuit breaker fuse
3	11606000	Air conditioner - hose refrigerant hi/lo prs
1	11608000	Air conditioner - expansion valve
3	11609000	Air conditioner - compressor
1	11612000	Air conditioner - reservoir, refrigerant
1	11614000	Air conditioner - other part
1	12350000	Seat track anchors & seats - other part
1	12420000	Instrument panel - gauge - indicator
1	12422000	Instrument panel - gauge - indicator-oil
1	12424000	Instr panel gauge/indicator-temperature
1	12430000	Instr panel speedometer - odometer
1	12450000	Instr panel other part
2	13100000	Structure - frame, members & body
5	13110000	Structure - frame & members (give side/end)
2	13130000	Structure - body
1	13131000	Structure - wheel well
2	13160000	Structure - frme, mbrs & body - other parts
1	13171000	Struct - frme, mbrs & body - truck-cab-latches
2	13730000	Hood assembly - latches
2	15110000	Electric power accessories - windows
1	15500000	Equipment - jacks

parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 1 July 1977

CASE OF THE MONTH

Alleged Engine Stalling, 1975–76 Dodge Dart & Plymouth Valiant, and 1976–77 Dodge Aspen & Plymouth Volare

This investigation by the National Highway Traffic Safety Administration was initiated on May 20, 1977, as a result of 114 consumer reports of engine stalling among the involved Chrysler Corporation vehicles. Since that time the investigation has revealed a large number of additional reports of this stalling condition. A total of at least 58 accidents are alleged as a result of the condition, and at least 9 of these reportedly resulted in injuries.

Based on the information gathered, the stalling usually occurs during low speed acceleration, such as on freeway entrance ramps or at intersections. Some vehicles not experiencing acceleration problems exhibit stalling in left hand turns. Many owners also report occurence of the condition in the first 15 minutes of vehicle operation. On vehicles equipped with power steering and power brakes the power assist is reduced when engine stalling occurs.

If any of our PRP members have encountered these conditions, we would like to hear from you. We are particularly interested in learning more about any accidents which may have been caused by engine stalling. Additionally, if you have performed service work on vehicles with any of these symptoms, please notify us of the cause and cure of the problem.

BRAKE HOSE BLOCKAGE

The photograph shows portions of a left front brake hose that was sent in by MAY's AUTO SERVICE of Mansfield, Ohio. The hose was removed from a 1976 Pontiac Gran Prix with a vehicle mileage of 11,146. According to the shop, the vehicle had been pulling to the right during service brake application. A hydraulic pressure check of the vehicle's brake system by the shop indicated the presence of a possible restriction in the left front brake hose. The hose was dissected by PRP staff and was found to have a collapsed inner rubber layer, as indicated by the photograph.

The PRP has received hoses from three other shops which reported the same type of problem:

FIFTH STREET AUTOMOTIVE SERVICE
Tyler, Texas
1976 Buick Electra Ltd.
11,090 miles

J. A. PAYNE ALIGNMENT SERVICE
West Point, Virginia
1975 Plymouth Valiant
24,000 miles

DOC'S AUTO CLINIC
Grand Forks, North Dakota
1969 Pontiac Ventura
65,047 miles

If your shop has encountered similar problems, please report them to the PRP. Thanks!

C-1

MORE FLEX-FANS RECALLED

Ford Motor Company has announced another safety recall and remedy campaign for possible breakage of the flexible blades on engine cooling fans. The campaign involves approximately 742,000 1976–77 Ford, Mercury, and Lincoln passenger cars equipped with five blade fans. The specific models include:

Model Years 1976 and 1977

Vehicle	*Engine*	*Application*
Ford/Mercury	351M	All A/C, Police Non A/C
Ford/Mercury	400	All A/C, Police Non A/C and Trailer Tow Non A/C
Ford/Mercury	460	All Non A/C Excluding Police

Model Year 1977 Only

Vehicle	*Engine*	*Application*
Ford	302	All A/C
Ford	351W	All A/C
Lincoln	400	All

Among the vehicles involved in the recall, there was one reported injury involving a dealership technician who was struck in the arm by a broken fan blade.

As indicated in the May issue of the PRP News, the National Highway Traffic Safety Administration (NHTSA) initiated a defect investigation on May 23, 1977, involving 1970–77 Ford Motor Company passenger cars and light trucks for this problem. The above flex-fan recall is the second one announced by Ford during the NHTSA investigation. The first one was initiated soon after the investigation began, and included 1972 model Lincolns, Ford Torinos, and Mercury Montegos equipped with air conditioning and 302, 351, and 400 CID engines.

In a related matter American Motors Corporation (AMC) has initiated a recall of approximately 26,500 AMC Matador vehicles for replacement of engine cooling fans. The recall involves 1976 Matador vehicles equipped with flex-fans, V8 engines, and air conditioning or a maximum cooling package. In a Consumer Advisory, released September 15, 1977, Joan Claybrook, the Administrator of the NHTSA, said that "the recall is the direct result of our inquiry to AMC in connection with an investigation into flex-fan failures in Ford Motor Company vehicles."

In developing data to respond to the NHTSA query, AMC determined that it too had problems with this type of fan. Although there was no record of fatalities or injuries, AMC informed the NHTSA of its intent to recall the vehicles.

Replies to the same inquiry from Chrysler Corporation and General Motors indicate no significant incidence of flex-fan failure, to date.

Our PRP members are reminded to stay alert for additional flex-fan failures involving any vehicle make or model.

ITEMS OF INTEREST

- Mr. George B. Lewis of AUTOMOTIVE PARTS CENTER, Greenville, Alabama has provided the PRP with information on a Ford flex-fan failure where a mechanic was injured. The information in turn, was provided to the Office of Defects Investigation, National Highway Traffic Safety Administration.
- In the coming months, the PRP will be expanding to include new car dealers, fleets (rental car, taxi, police, etc.), and parts suppliers. With the participation of these new members, we hope to receive more information on newer model cars and aftermarket parts. We expect to pass along information from these newer members in our newsletter and hope that our current members will benefit from the new informatoin. Shops that know of interested dealers, fleets, or parts suppliers may want to call the PRP and relay their name and telephone number.
- In a Consumer Advisory, released June 14, 1977, the NHTSA announced the availability of its annual report of motor vehicle defect recall campaigns for 1976. During the year, vehicle manufacturers issued 209 recalls involving more than 3.5 million motor vehicles. The report also lists the recall of more than 330,000 items of vehicle equipment and nearly 464,000 tires.

  Ms. Claybrook, Administrator of the NHTSA, noted that "the 1976 total brings to 52.4 million the number of vehicles recalled since 1966 when the national traffic safety effort was initiated."

(Continued on page 4)

OUTSTANDING SHOPS

Our outstanding shops are those that have sent in to the PRP at least one part during the current month. Since we have begun a new program year (July, 1977 thru June, 1978), all shops are considered new participants this month. During July 1977, 22 shops have started the PRP off to a successful year by sending in parts.

REGION 5

BELOIT FRAME & AXLE COMPANY
Beloit, Wisconsin

DES MOINES AREA COMMUNITY COLLEGE
Ankeny, Iowa

FELD GARAGE
Kenosha, Wisconsin

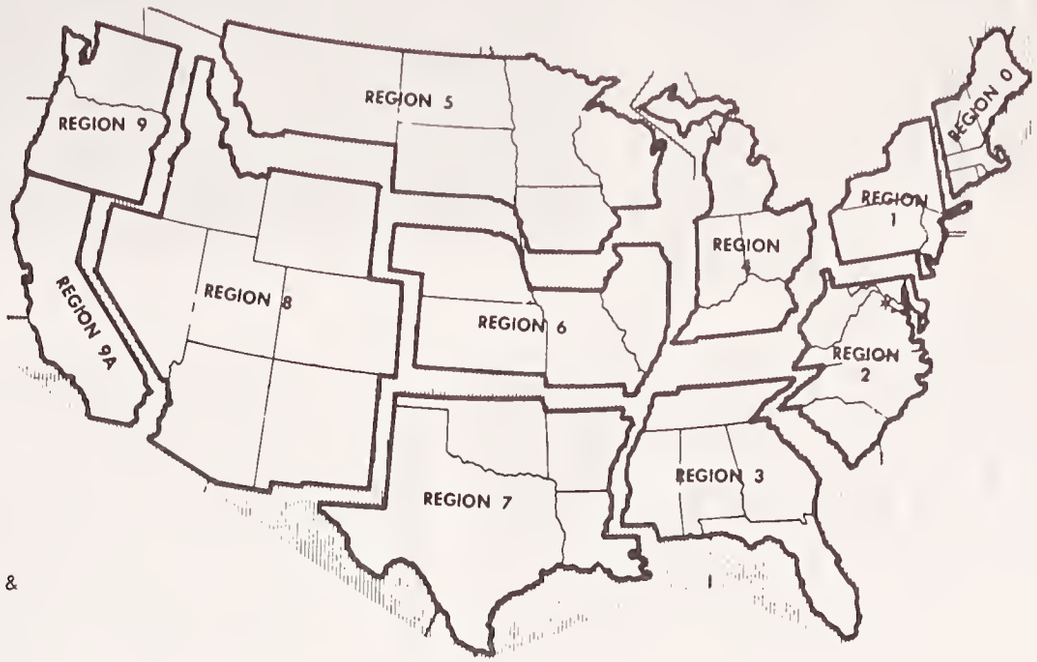
FOREIGN AUTO SERVICE CENTER
Minneapolis, Minnesota

RICHFIELD WHEEL ALIGNMENT
Minneapolis, Minnesota

REGION 0

BUD HASKELL'S GARAGE
Falmouth, Maine

HARRY'S AUTO SERVICE
Great Barrington, Massachusetts



REGION 1

FARRELL'S SUNOCO
Fairview Village, Pennsylvania

FERINO BROTHERS EXXON
Feasterville, Pennsylvania

JONES SERVICE
Delmar, New York

KOLESNIK'S SERVICE STATION
Rochester, New York

VINS MOTOR SERVICE CORPORATION
Brooklyn, New York

REGION 8

DUNCAN'S AUTO REPAIR
Phoenix, Arizona

LAS VEGAS WHEEL ALIGNMENT & BRAKE
Las Vegas, Nevada

REGION 2

AUTO BRAKE CORPORATION
Norfolk, Virginia

B & G AUTO SERVICE
Arlington, Virginia

MUSTEN AUTO SERVICE
Winston-Salem, North Carolina

REGION 6

McLAIN'S AUTO REPAIR
St. Louis, Missouri

REGION 7

CLEARWATER CAR CARE CENTER
Metairie, Louisiana

REGION 3

BELOTE'S BAYSHORE GARAGE
Dunedin, Florida

BIG BRAKE SAFETY SERVICE
Gulfport, Mississippi

RALPH CANNON AUTO SERVICE, INC.
Atlanta, Georgia

Items of Interest—from page 2

The report, entitled "Motor Vehicle Safety Defect Recall Campaigns" and covering the period from Jan. 1, 1976 to Dec. 31, 1976, may be purchased for $2.30 from the U.S. Government Printing Office, Washington, D.C. 20402. It contains informatoin on each recall campaign, the models involved, a short description of the defect, and the manufacturer's corrective action.

- More parts and/or information on possible safety-related defects in the performance, construction, components, or materials of motor vehicles and motor vehicle equipment are needed from our PRP members. Please take time to submit any failed automotive component, which you think could be safety related. If your shop needs mailbags or other material, call us collect at (703) 527–4500. Ask for extension 235, 236, 237 or 239.

NATIONAL PARTS RETURN PROGRAM

Description and Function

- The PRP involves the voluntary submittal of failed automotive components by independent repair shops. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related manufacturing defects in motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

  The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.
- Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbag, tags, etc., have any questions, or would like to pass on comments, please call collect. Place your call to Bruce Beddow, Ms. Jonni Peizer, or Guy Whiddon at (703) 527–4500. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m.

If you have a contribution or suggestion for the PRP NEWS, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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DOT 517

parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 2 August 1977

CASE OF THE MONTH
IGNITION AMPLIFIER FAILURES

British Leyland Vehicles

The Parts Return Program has received three ignition amplifier units, one of which is depicted below, from A. RUTH GARAGE, Colonie, New York. The unit shown was removed from a 1975 Triumph model TR–7. Vehicle mileage was 28,534. The other two units were removed from a 1976 MGB and a 1975 MG Midget.

IGNITION AMPLIFIER
1975 Truimph TR–7

In July, 1977, the National Highway Traffic Safety Administration (NHTSA) initiated a formal defect investigation on this subject (Case No. C7–31). This case involves 1975–77 Spitfire, TR–7, MGB, MG Midget, Jaguar XJ6 vehicles, and 1971–77 Jaguar XJ12 vehicles for reported failures of the ignition amplifier. The failures allegedly cause the cars to misfire, stall in traffic, and fail to restart. At the time the case was initiated, the NHTSA had received at least 67 complaints either directly from owners or forwarded from British Leyland in response to inquiries. To date there have been no accidents reported.

Special thanks to A. RUTH GARAGE for providing these components and information. Our othere PRP members are requested to be alert for similar failures.

TIE ROD SLEEVE DAMAGES CONTROL VALVE

The photograph below illustrates a power steering control valve that was submitted by BOB CHESTER'S AUTO SERVICE of Arlington, Texas. The component was removed from a 1977 Mercury Monarch with a vehicle mileage of 20,179. As the arrow indicates, a groove has been worn in the valve body and a small hole is present at the center of the groove. The hole and resulting power steering fluid leak reportedly caused a loss of power steering assist. Note the groove at the valve body end cap as well.

According to the shop, the vehicle owner brought the car in before any repairs were made. The shop reportedly found one of the tie rod adjusting sleeve

POWER STEERING CONTROL VALVE
1977 Mercury Monarch

clamps positioned such that it had been rubbing the valve body, causing the damage. The vehicle owner reported that the car had never received a front wheel alignment, and that the tie rod adjusting sleeve was apparently installed this way when new.

The PRP would like to thank BOB CHESTER'S AUTO SERVICE for this report. If your shop has encountered a similar condition, please let us know.

SAFETY DEFECT RECALLS

Toyota Recall

134,605—1970–72 Toyota Corona and Corona Mark II automobiles are being recalled to correct a safety defect that reportedly has caused 54 fires in the center consoles of such vehicles. None of the fires resulted in any accidents or personal injuries. The defect was identified in an investigation conducted by the National Highway Traffic Safety Administration (NHTSA). The automatic transmission equipped vehicles are being recalled to replace the neutral safety switches. The problem stems from poor quality insulating material used in the switches and can result in electrical shorts and fires in the transmission console between the front seats, where the switch is located.

Until the repairs are made, Joan Claybrook, NHTSA Administrator, in a news release dated 9/7/77, suggested that owners "be especially alert to any burning odors or smoke coming from the vicinity of the transmission console and, if such symptoms are detected, to immediately pull off the road, turn off the ignition and get all passengers out of the vehicle."

Ford Recall

The recall of an estimated 290,000 Ford Motor Co. Granada vehicles for replacement of gas tank filler caps has been announced. The recall involves 1977 "base model" vehicles which have the gas tank filler cap exposed. In other Granada models, the cap is hidden by a small door.

In a recent news release, Joan Claybrook, NHTSA Administrator, said that "the recall is the direct result of our compliance testing program which revealed that this model failed to pass the requirements of federal motor vehicle safety standard No. 301–75, Fuel System Integrity." She said that a 1977 two-door, base model Granada was subjected to a rear impact crash test followed by a static rollover test, and that during the rollover test fluid spillage from the gas tank filler cap was greater than that allowed by the standard. Ms. Claybrook said that NHTSA has no knowledge of any injuries caused by the problem to date. However, she warned motorists that a rear end crash and rollover could result in fuel spillage which could be ignited by a spark.

On Sept. 13, Ford Motor Co. informed NHTSA of its intention to recall the affected vehicles. No precise date was announced for the recall since replacement gas tank filler caps are not yet available. Ms. Claybrook has urged the manufacturer to do everything possible to expedite the supply of the required replacement caps. When replacement caps become available, Ford is expected to mail them to affected vehicle owners, thereby avoiding the necessity for owners to call their dealers and take time off from work or other activities to visit a dealer for recall correction.

International Harvester

A recall involving an estimated 76,000 of the 1968 through 1974 International Harvester heavy duty cab over engine truck tractors for correction of a defect in the steering system has been announced. The recall is the result of an inquiry made by the NHTSA, based on a report from the Federal Highway Administration's Bureau of Motor Carrier Safety. The report indicated that 15 tractors out of a total of 210 owned by one trucking company had to have modifications made to their steering assemblies to correct defects which could result in loss of steering.

Allegedly, the bolt used to secure the steering column shaft to the yoke assembly is too small. This precludes a tight fit and permits movement which eventually wears the bolt, allowing the steering column shaft to pull out of the yoke. When this occurs, the driver is without steering control. Although the NHTSA has no reports of accidents or injuries resulting from this problem, it is aware of one incident where failure occurred while the vehicle was in motion and, although steering control was lost, the driver managed to stop the vehicle safely.

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional supplies, e.g., mailbags, tags, etc., have any questions, or would like to pass on comments, please call collect. Our phone number is (703) 527–4500. Ask for the Parts Return Program staff—Bruce Beddow, Guy Whiddon, Ms. Jonni Peizer, or Martin Lowery. They will be happy to assist. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. If you have a contribution or suggestion for the *PRP News*, please send it to the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

OUTSTANDING PARTICIPANTS

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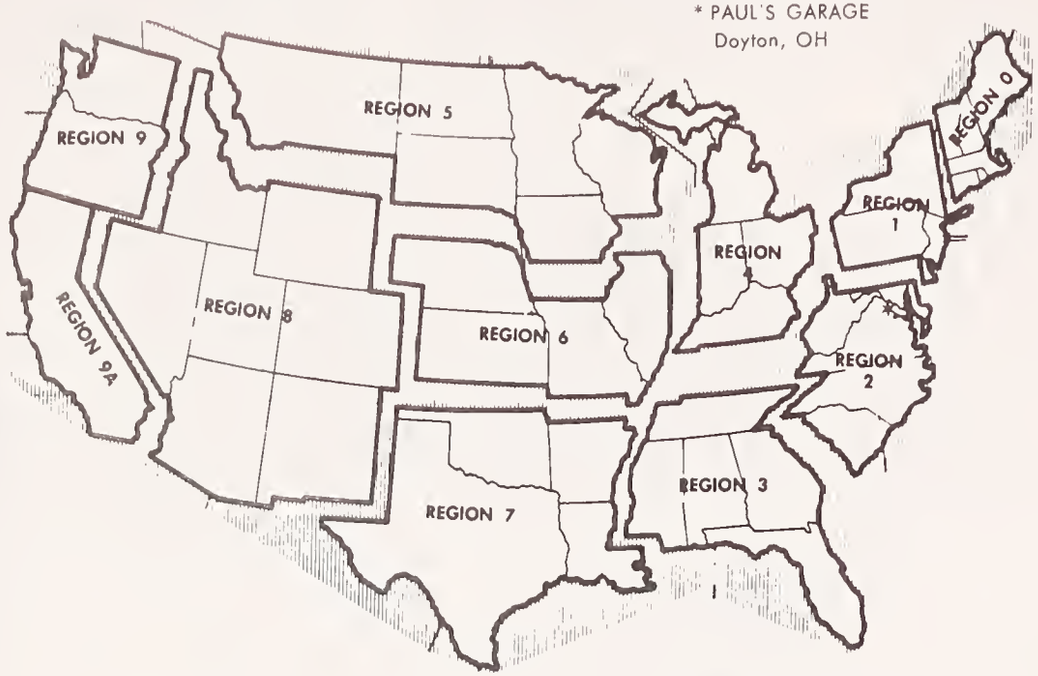
REGION 5

* ADE'S & BOB'S MUFFLER & BRAKE
  St. Poul, MN
* DAY-NITE AUTO STATION
  Koukauno, WI
(2) FOREIGN AUTO SERVICE CENTER
  Minneopolis, MN
(2) RICHFIELD WHEEL ALIGNMENT
  Minneopolis, MN

REGION 4

* BYRNES SERVICE STATION
  Livonio, MI
* PAUL'S GARAGE
  Doyton, OH



REGION 0

(2) HARRY'S AUTO SERVICE
  Great Barrington, MA
* BOTHEL'S GARAGE
  Cape Elizobeth, ME

REGION 1

* CRANE AUTO REPAIR
  Bricktown, NJ
(2) KOLESNICK'S SERVICE STATION
  Rochester, NY
* WOODY'S GARAGE
  Montoursville, PA

REGION 2

(2) AUTO BRAKE CORP.
  Norfolk, VA
* FRIENDSHIP AMOCO
  Burke, VA
* KINGS PARK EXXON
  West Springfield, VA

REGION 9

* L.A.D. AUTO ELECTRIC
  Spokone, WA

REGION 9A

* A & T AUTOMOTIVE
  Santa Cloro, CA
* MR. BRAKE #11
  Sacramento, CA

REGION 7

(2) CLEARVIEW CAR CARE CENTER
  Metairie, LA

REGION 3

* AUTOMOTIVE MAINTENACE, INC.
  Sarasota, FL
(2) BIG BRAKE SAFETY CENTER
  Gulfport, MS

ITEMS OF INTEREST

- Service Tip—British Leyland has issued a dealer service bulletin on the five speed gear box for the Triumph TR–7 model. The bulletin indicates that the quality of shifting gears will be seriously impaired if the correct grade oil is not used. SAE 75W EP oil should be used at all times, but Hypoid 80 weight is acceptable for "topping off" purposes in emergency situations.
- The PRP is expanding to include new car dealers, fleets (rental car, taxi, police, etc.), and parts suppliers. With the participation of these new members, we hope to receive more information on newer model cars and after-market parts. We except to pass along information from these newer members in our newsletter and hope that our current members will benefit from the new information. Shops that know of interested dealers, fleets, or parts suppliers may want to call the PRP and relay their name and telephone number. In any case please take a minute to mention this program to your parts suppliers—tell them to call us collect at (703) 527–4500 (extensions 235/236/237) for more information.

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- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.

U.S. DEPARTMENT OF TRANSPORTATION
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parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 3 September 1977

CASE OF THE MONTH

Transmission Shift Linkage Failures 1973–1978

Ford Motor Co. Passenger Cars

The National Highway Traffic Safety Administration (NHTSA) recently opened a formal defect investigation (Case C8–02) on this subject. The vehicles involved in the case are an estimated two million Ford, Mercury, and Lincoln passenger cars equipped with automatic transmissions, steering column mounted shift levers, and 351 cubic inch or larger engines. The problem occurs when the transmission shift lever is placed in the PARK position. Vibration from a running engine or a slammed door can cause the transmission to jump into REVERSE gear. If the driver has left the vehicle, it could move backward by itself, causing accidents, injuries or property damage.

In a recent Consumer Advisory NHTSA Administrator, Joan Claybrook, said "an automobile moving under power without a driver can be exceptionally hazardous, particularly to pedestrians and to children." She cautioned that no car should be left with its engine running unattended, and warned drivers of the cars under investigation "to turn off the engine and set the parking brake in addition to putting the transmission in the PARK position when leaving the vehicle."

The investigation was initiated after the NHTSA received two reports from the Center for Auto Safety, indicating one injury and one fatality allegedly caused by this problem. Combined data from NHTSA, the Center for Auto Safety, and material provided by the manufacturer indicate 31 owner complaints regarding this problem, all involving accidents. These reports indicate a total of 14 injuries and one fatality allegedly due to vehicles jumping into REVERSE.

The problem is apparently due to excess play in the linkage between the shifting lever and the transmission, which allows an improper indication on the gear shift indicator. The problem seems to be aggravated by hot engine temperatures, hot weather, or both. The only known pre-failure symptom is an improper indication on the gear shift indicator. For example, the indicator may point to NEUTRAL when the transmission is in some other position, or the indicator may rest somewhere between two of the positions on the indicator scale.

Our PRP members are requested to be alert for these kind of failures.

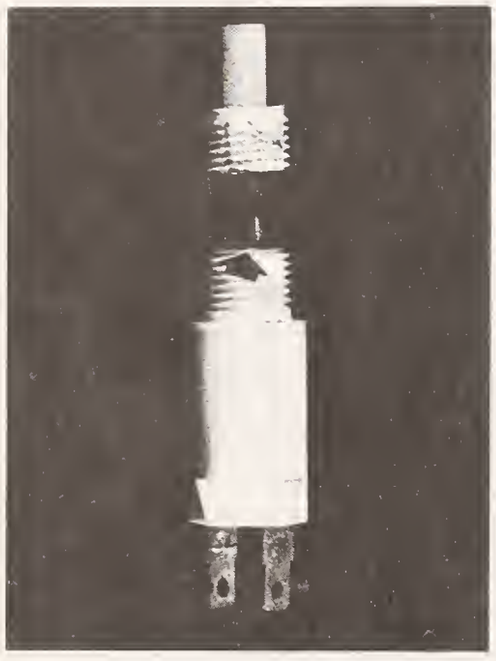
BRAKE HOSE FAILURE

D & Z AUTO SERVICE in Cornwell Heights, Pennsylvania sent in the front brake hose shown in the photograph. The hose was removed from a 1977 Ford F–350 pick-up with 23,462 miles. As indicated, the hose is worn through the cord at midpoint. This was reportedly caused by contact with a front tire on the vehicle. According to the shop, the vehicle was equipped with the original wheels and tires. The leaking hose reportedly allowed the brake pedal to be depressed to the floor, when the owner was backing the vehicle up with a fully loaded horse trailer. The shop believes that the hose may have been installed incorrectly at the factory. Special thanks to D & Z AUTO SERVICE for this information. If your shop finds a similar problem, please let the PRP know.

Front Brake Hose
1977 Ford F–350 Pick-up

BRAKE LIGHT SWITCH

The photograph shows a brake light switch that was removed from a 1977 Chevrolet Chevelle with 7,032 miles. The switch was returned by ART'S SERVICE in Minneapolis, Minnesota. The metal collar and plastic threads on the switch casing reportedly failed to hold the switch in place under the vehicle's dash, allowing the switch to become misaligned. This in turn caused the vehicle's brake lights to stay on. The switch serves as a stop when the brake pedal is released. Special thanks to ART'S SERVICE for returning the switch. If your shop finds a similar problem, please let the PRP know.



Brake Light Switch
1977 Chevelle

ITEMS OF INTEREST

- A brake master cylinder was returned by BARLOW'S STANDARD STATION of Macon, Georgia. The aftermarket part, manufactured by EIS Automotive Corporation had been installed in a 1975 Hornet with approximately 32,000 miles. The master cylinder reportedly failed to hold pressure within 1,000 miles of installation. The PRP would like to have more information on aftermarket component failures, particularly brake system components. If your shop has encountered such problems, please drop us a line.

- The National Highway Traffic Safety Administration has recently published a revised fact sheet to advise motorists on brake fluids. In a recent Consumer Advisory Joan Claybrook, NHTSA Administrator, said that "with service stations continuing to convert to no-service, gas-and-go operations, many more motorists are checking the fluid levels in their vehicles themselves and adding fluids when necessary". While this is a relatively simple operation," she added, "the motorist who is not knowledgeable, or is careless, can damage the brake system and jeopardize his or her life by adding the wrong type of fluid, or permitting the system to become contaminated by such things as moisture and grit."

  The fact sheet describes the types of brake fluids available and their use, federal labeling and coloring requirements designed to minimize the possibility of adding the wrong fluid to a brake system, the dangers of brake system contamination, and a list of "DO's and DON'T's to be followed in checking and adding brake fluid.

  The general public may obtain single copies of this fact sheet, without charge, by writing to the General Services Division/Distribution, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

- The PRP is expanding to include new car dealers, fleets (rental car, taxi, police, etc.) and parts suppliers. With the participation of these new members, we hope to receive more information on newer model cars and aftermarket parts. We expect to pass along information from these newer members in our news letter and hope that our current members will benefit from the new information. Shops that know of interested dealers, fleets or parts suppliers may want to call the PRP and relay their name and telephone number. In any case, please take a minute to mention this program to your parts suppliers—tell them to call us collect at (703) 527–4500 (extensions 235/236/237) for more information.

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REGION 0

* DANVERS SHELL SERVICENTER
  Danver, MA
* FAIRVIEW SERVICE STATION
  Lakeside, CT
* GLIDDEN AUTO SERVICE
  Nashua, NH
(3) HARRY'S AUTO SERVICE
  Great Barrington, MA

REGION 1

* BRAKE-O-RAMA
  Lodi, NJ
* BROUGHTON MOTOR SALES
  Monongahela, PA
* CENTRAL CITY GARAGE
  Harrisburg, PA
* D & Z ATLANTIC
  Cornwell Heights, PA
* DEUTZVILLE GARAGE
  Trenton, NJ

VINS MOTOR SERVICE CORP.
Brooklyn, NY

* WAPPINGER'S SHOPPER NEWS
  Wappinger Falls, NY

REGION 2

(3) AUTO BRAKE CORP.
  Norfolk, VA
* BEREA AUTO SERVICE
  Greenville, SC
* J.A. PAYNE ALIGNMENT & TIRES
  West Point, VA

REGION 3

* AUTOMOTIVE PARTS CENTER
  Greenville, AL
* BARLOW'S SERVICE STATION
  Macon, GA
(3) BIG BRAKE SAFETY CENTER
  Gulfport, MS

REGION 4

* SAFETY FIRST ALIGNMENT & BRAKE
  Indianapolis, IN

REGION 5

* ART'S SERVICE
  Minneapolis, MN

BELOIT FRAME & AXLE CO.
Beloit, WI

(3) FOREIGN AUTO SERVICE CENTER
  Minneapolis, MN
(3) RICHFIELD WHEEL ALIGNMENT
  Minneapolis, MN
* STEIGER & GERTZEN GARAGE
  Minneapolis, MN

REGION 6

* TOMAN AUTO REPAIR
  St. Louis, MO

REGION 7

* BOB CHESTER'S AUTO SERVICE
  Arlington, TX
* C & S BRAKE SERVICE
  Ft. Worth, TX

REGION 8

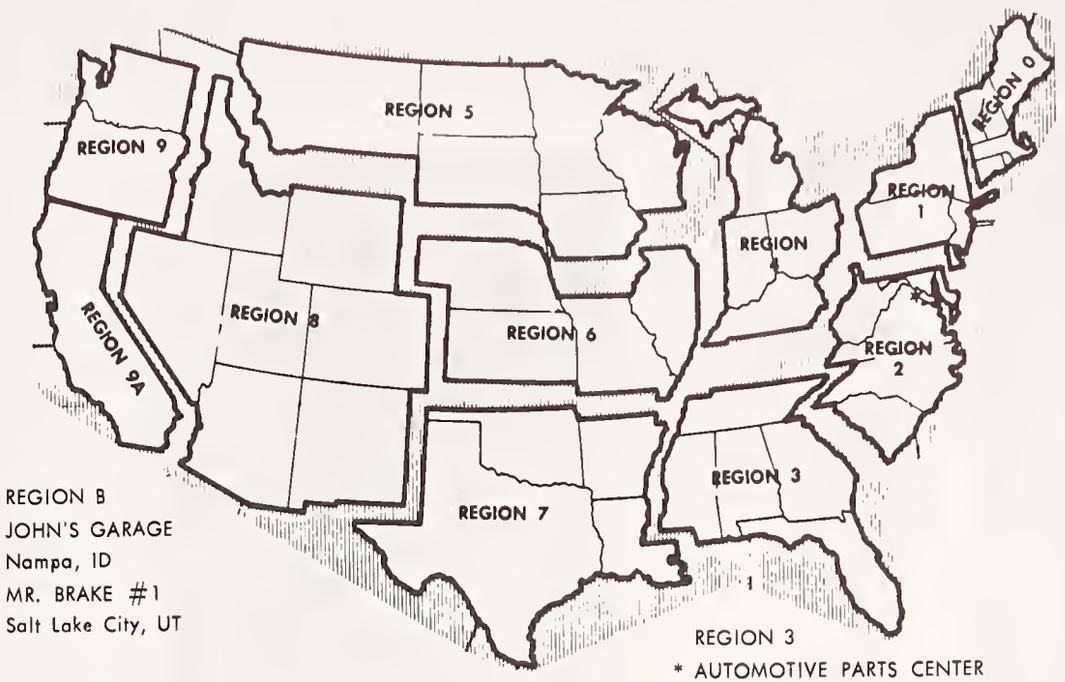
* JOHN'S GARAGE
  Nampa, ID
* MR. BRAKE #1
  Salt Lake City, UT

REGION 9

* KING CO. BRAKE SERVICE
  Seattle, WA
(2) L.A.D. AUTO ELECTRIC
  Spokane, WA
* MAYER AUTO SERVICE
  Marysville, WA

REGION 9A

* ISE AUTOMOTIVE SERVICE
  Hollywood, CA
* MAURICE'S AUTOMOTIVE
  Hollywood, CA
* MIDAS MUFFLER SHOP
  Bakersfield, CA



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U.S.MAIL

parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 4 October 1977

BRAKE LINE CRUSHED

The photograph shows a rear brake line that was returned to the PRP by Mr. Richard Beissel of BROUGHTON MOTOR SALES, INC., Monongahela, Pa. The component was reportedly removed from a 1975 AMC Hornet. As the photograph indicates, the brake line has been flattened over an area approximately two inches in length. The line was also bent by the shop so that it would fit in a PRP mailbag. According to the shop, the brake line was routed along the top of the vehicle's rear axle, and had been flattened by the exhaust pipe as a result of suspension jounce during vehicle operation.

Mr. Beissel, who has a State motor vehicle inspection station, reported that he has encountered this same condition on other 1970–77 AMC Hornet vehicles. In at least one case the brake line was worn through and leaking. He originally discovered the condition while performing service work on a Hornet vehicle that had a damaged brake drum and worn out shoes on the left rear. According to Mr. Beissel, there is enough pressure developed during service brake application to overcome this restriction in the line. However, upon brake release, the brake shoe return springs cannot overcome the fluid restriction, resulting in premature lining and drum wear. Mr. Beissel corrects the condition by routing the brake line along the side of the rear axle, rather than on top.

If you encounter this condition, please report it to the PRP.

Rear Brake Line
1975 AMC Hornet

WARNING ISSUED

Floor Jack Failures

The National Highway Traffic Safety Administration (NHTSA) has issued a warning to owners of a certain type of hydraulic floor roller jack, manufactured in Taiwan, that these jacks could fail when in the raised position, and a person working under the vehicle could be crushed.

Model 646—Hydraulic Floor Roller Jack

In July 1977, the NHTSA initiated an investigation of the Model 646 Hydraulic Floor Roller Jack, manufactured in Taiwan for Hollywood Accessories, Compton, Calif. The investigation was based on consumer complaints alleging failure of the saddle leveling mechanism. In a Consumer Advisory, issued November 15, 1977, Joan Claybrook, NHTSA Administrator said, "Since this investigation was opened, we have learned of a number of other manufacturers as well as direct-buy retailers, who market jacks of almost identical design as the Hollywood Model 646. Thus far, six minor injuries have been reported, and owners of this type jack are urged to avoid using them, especially if work under the vehicle is required."

The jack is an aftermarket item normally used by vehicle owners who do their own maintenance, and by service stations and garages. It is sold through automotive supply houses, discount stores, and fill-

Warning Issued—from page 1

ing stations at prices ranging from $50 to $100. The jacks, all of which are manufactured in Taiwan, have an all-steel, wide body chassis, with steel front and rear casters. They are sold under a variety of trade names. The jack is rated at 3,000 pounds (1½ tons). The saddle, which carries the load is kept level by a lever mechanism on one side only. A maneuvering handle and swivel casters allow for positioning in a small radius. A quick-action release valve is activated by the handle.

Our members are asked to be alert to any failures involving these jacks, and report such failures or malfunctions to the PRP.

INFORMATION REPORT

In the near future our independent repair shops will be receiving a new form to aid in the reporting of information to the Parts Return Program (PRP) when parts are not available or cannot be submitted.

A reduced copy of this new form is shown below. Actual size is 6″ x 8″, or 4″ x 6″ when folded for mailing, and the form is brief and straight forward for ease of completion. The current mailing address of the PRP, along with a postage paid label, are printed on the back side.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PARTS RETURN PROGRAM - INFORMATION REPORT

O.M.B. No. 004-R5651
Approval Expires
August 1982

(To be completed when parts are not available)

This program is authorized by PL 89-564. Participation is voluntary

SUBMITTED BY	DATE / P
VEHICLE	OWNER'S NAME & ADDRESS (If applicable)
MAKE _____	_____
MODEL _____	_____
YEAR _____ MILEAGE _____	_____
COMPONENT	
MANUFACTURER _____	MILEAGE _____
DESCRIPTION _____	PART NUMBER _____
old_____	☐ NEW ☐ REBUILT

FAILURE DESCRIPTION & RESULT

_____

_____

_____

_____

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HS Form 394 (7/77) (Fasten with Tape or Staple)

As you know, the PRP is expanding to include automobile dealers, fleets, and parts suppliers, along with our existing independent repair shops. The Information Report should be particularly useful to these new members where failed components are more often returned to the factory for warranty reimbursement. Other instances when the form should prove useful to the new members, as well as our independent repair shops, include component repair rather than replacement and failed components that are too large to fit in the PRP mailbag. The new members are being provided with a supply of these forms upon enlistment.

We hope that you will become more acquainted with the Information Report form when your supply arrives. If you have any questions on its use, be sure to contact us. Call collect, (703) 527–4500.

ITEMS OF INTEREST

- The PRP has received preliminary reports from some participants concerning the recently published Case of the Month article on *engine stalling* in certain 1975–77 Dodge and Plymouth vehicles (July 1977, PRP News). Further information is needed. If you have encountered such a condition on any of these vehicles, please contact us.
- MIDAS MUFFLER in Williamsville, New York reports seeing several 1972–74 Ford Mavericks with *leaking power steering control valves*. The shop reports that the leakage can be caused by valve body damage from a bolt on the tie rod, adjusting sleeve. The bolt, if positioned a certain way, can reportedly chafe or interfere with the valve body during certain vehicle front end jounce conditions. You will recall that a somewhat similar condition was recently reported on a 1977 Mercury Monarch vehicle (August 1977, PRP News).
- The recall of an estimated 48,000 Mack trucks for replacement of engine cooling fans was recently announced. The recall involves certain 1973–1977 models that are equipped with the Mack 6-cylinder engines, air-conditioning, and *flex-fans*, and were manufactured between November 1972 and May 2, 1977. The recall involves the following specific model designations: CF, DM, DMM, F, HMM, R, RD, RM, U, FL, FS, RL, RS, WL, and WS.

OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months it has sent in components and information. New members that have just become active in the PRP for this year* (July 1977–June 1978) are identified with an asterisk before their name. During October 1977, 25 members became new active participants, and 7 have sent in components and information in consecutive months. We need more active participants. Please make your contribution toward highway traffic safety today.

REGION 5

* CLEMENS AUTO REPAIR
  Racine, Wisconsin
* HANSEN AUTOMOTIVE
  Minneapolis, Minnesota
* ROEHL'S BEE LINE
  Appleton, Wisconsin
* ROPE GARAGE
  Coon Rapids, Minnesota
* YEARIAN'S TIRE, INC.
  West Des Moines, Iowa

REGION 9

* SPORTS CAR SERVICE
  Seattle, Washington
* STOP & GO BRAKE & WHEEL
  Portland, Oregon

REGION 9A

* HAROLD'S AUTO SERVICE
  Santa Rosa, California
  MR. BRAKE #11
  Sacramento, California

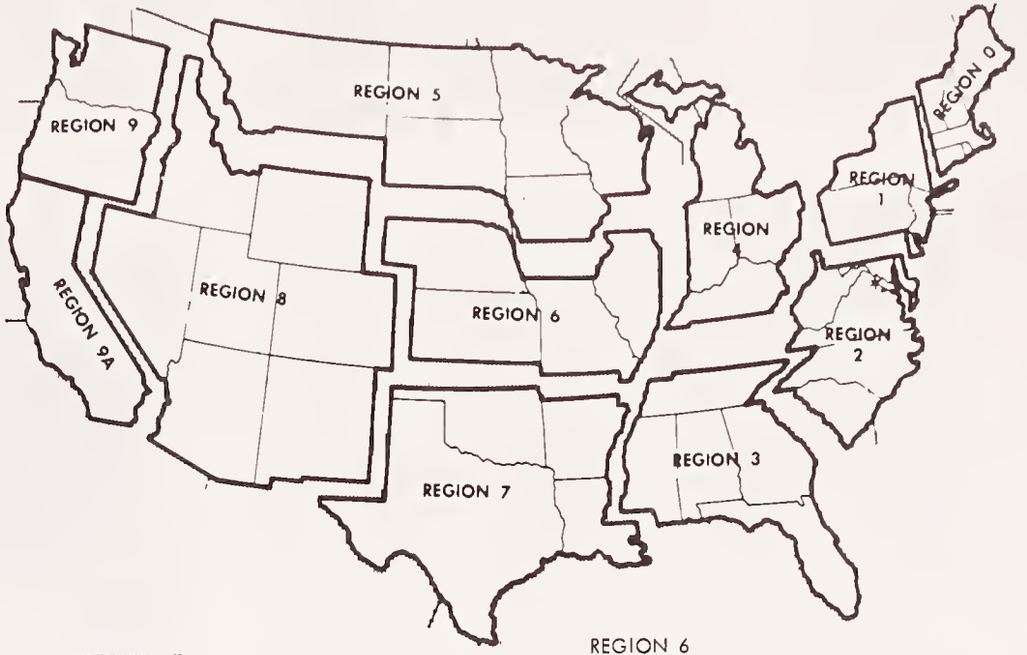
REGION B

* DAVE KYLE'S GARAGE
  Phoenix, Arizona
* MR. BRAKE #B
  Nampa, Idaho
* SKINNER'S AUTOMOTIVE
  Albuquerque, New Mexico
* STAR AUTOMOTIVE
  Star, Idaho

REGION 4

* AUTO INN GARAGE
  South Bend, Indiana
* KORZUN & CORLETTE GARAGE
  Euclid, Ohio

(2) SAFETY FIRST ALIGNMENT & BRAKE
  Indianapolis, Indiana
* WAYNE & LAMARR'S GARAGE
  Brownsburg, Indiana



REGION 7

(2) BOB CHESTER'S AUTO SERVICE
  Arlington, Texas
* FIFTH STREET AUTOMOTIVE SERVICE
  Tyler, Texas
* PRO-TUNE
  Part Arthur, Texas
* WEST ERVIN AUTO REPAIR
  Tyler, Texas

REGION 6

* ADAMS MOTOR SERVICE
  St. Charles, Missouri
* DICK JORDAN'S STANDARD SERVICE STATION
  Clayton, Missouri
* DUTCH'S AUTO REPAIR
  St. Louis, Missouri
* HUTT & STILES
  Skokie, Illinois

REGION 0

BOTHEL'S GARAGE
  Cape Elizabeth, Maine
* THE BRAKE SHOP
  East Norwalk, Connecticut
BUD HASKELL'S GARAGE
  Falmouth, Maine
(4) HARRY'S AUTO SERVICE
  Great Barrington, Massachusetts

REGION 1

BUD JONES SERVICE
  Delman, New York
KOLESNIK'S SERVICE STATION
  Rochester, New York
(2) VINS MOTOR SERVICE CORPORATION
  Brooklyn, New York
* YOUNGWOOD EXXON
  Youngwood, Pennsylvania

REGION 2

(4) AUTO BRAKE CORPORATION
  Norfolk, Virginia

REGION 3

(2) AUTOMOTIVE PARTS CENTER
  Greenville, Alabama
(4) BIG BRAKE SAFETY CENTER
  Gulfport, Mississippi
* IMPORTS LIMITED
  Marietta, Georgia

Items of Interest—from page 2

Joan Claybrook, NHTSA Administrator said "the recall is the direct result of our inquiry to Mack Trucks, Inc., after review of a service bulletin issued by the manufacturer dealing with the installation of a fixed blade engine cooling fan as a replacement for flex blade fans that failed in service. We are very concerned about failures of this type," she added, "and our on-going investigation of flex-fan failures has already led to recalls of various model Ford Motor Co. and American Motors Corp. vehicles." Although the NHTSA has no record of complaints, injuries, or accidents resulting from flex-fan failures in Mack trucks, information provided by the manufacturer to the NHTSA indicated 56 complaints, 868 field service reports, and 2,017 warranty claims concerning the breaking or cracking of flex-fans in these vehicles. The manufacturer also reported that there have been no reports of either injuries or deaths attributed to flex-fans used in Mack trucks.

- Another recall prompted by the NHTSA involves approximately 5,000 1975–76 Triumph TR–7 automobiles. The vehicles are being recalled by British Leyland Motors, Inc. to replace *defective accelerator cables*. Partial cable failure could cause the accelerator to stick in the open position. Complete failure would result in the loss of engine power. Drivers experiencing the partial failure should shift into NEUTRAL or turn the ignition to OFF (not to the LOCK position because it will lock the steering).

  There have been four reported accidents associated with the cable defect, but no injuries.

- The NHTSA recently announced the initiation of a defect investigation involving more than 145,000 1971–72 Mercury Capris manufactured in Germany by the Ford Motor Company. The investigation involves the possibility that the *headlight switches* on the vehicle may fail during night driving. To date, no accidents or injuries have been reported. The reason for failure is unknown, and there are no known pre-failure symptoms. Our members are asked to be alert to such failures and report them to the PRP.

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional supplies, e.g., mailbags, tags, etc., have any questions, or would like to pass on comments, please call collect. Our phone number is (703) 527–4500. Ask for the Parts Return Program staff—Bruce Beddow, Guy Whiddon, Ms. Jonni Peizer, or Martin Lowery. They will be happy to assist. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. If you have a contribution or suggestion for the *PRP News*, please send it to the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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DOT 517

parts return program news

U.S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 5 November 1977

BRAKE MASTER CYLINDER SURVEY

The National Highway Traffic Safety Administration (NHTSA) is currently conducting a survey of hydraulic brake master cylinders nationwide. The survey involves the purchase and testing of 400 master cylinders which are representative of the products currently available. The units purchased will include original equipment, new aftermarket, and rebuilt master cylinders. A majority of the units will involve the rebuilt components. The parts will be visually inspected for burrs and contaminants that might shorten component life, and other visible problems which may be present. Subsequent testing will follow the set of standards developed by the Society of Automotive Engineers (SAE).

Nearly 1,000 consumer complaints concerning brake master cylinders have been received by the NHTSA over a period of several years. Last year alone, the Parts Return Program (PRP) received 89 master cylinders. These parts were removed from various domestic and foreign passenger cars and light trucks, and ranged from original equipment and aftermarket parts with only a few thousand miles at the time of failure, to parts which failed after nearly 100,000 miles of service. One master cylinder was found leaking after only 300 miles of service.

The purpose of this survey is to identify any master cylinders that are being manufactured with safety defects. If you have replaced a problem master cylinder or have information on master cylinders that have failed prematurely or under unusual circumstances, please contact us by using your Information Report form or by calling the PRP collect. If the component is available, please forward it to us in a PRP mailbag. The information you submit will greatly help.

FUEL VAPOR CANISTER FIRE

The charred fuel vapor canister shown in the photograph was removed from a 1974 Fiat, 124 Special sedan by AUTOMOTIVE SPECIALTIES of Paramount, California. The vehicle had 27,735 miles, and the component was original equipment. The unit was mounted, according to the shop, approximately three inches from the exhaust manifold. The canister reportedly caught fire without warning while the vehicle was in motion, burning hoses and wires before it was extinguished by the driver. AUTOMOTIVE SPECIALTIES believes that the fire was due to the location of the canister. The shop states that the area where the component mounted can become quite hot, enough to possibly ignite fuel vapors which accumulate in the canister. The shop also stated that they service this vehicle regularly, and are aware of no overheating problems with it. Having checked other Fiat Special sedans, they note that the mounting of the fuel vapor canisters is the same.

Thank you, AUTOMOTIVE SPECIALTIES, for sending us the part. Should any PRP members encounter similar fires or symptoms in this model, please notify us immediately by sending the part in a PRP mailbag, using the Information Report form, or calling us collect.

Burned Fuel Vapor Canister & Hose
1974 Fiat Special Sedan

AUTOMOTIVE SPECIALTIES

BROKEN DRIVE SHAFT

DAVE KYLE'S GARAGE in Phoenix, Arizona, has submitted a rear U-joint and portion of the drive shaft, removed from a 1977 Ford LTD with 20,037 miles. The vehicle was equipped with a 400 CID engine and automatic transmission. According to the shop, the drive shaft broke away from the U-joint and twisted off while the operator was

driving at approximately 10 mph. The photograph shows the U-joint, and a portion of the drive shaft which was cut for shipping. The shop believes that the drive shaft failed due to a faulty weld between it and the U-joint yoke. The U-joint yokes operate freely and appear to be well lubricated. Although the drive shaft was destroyed, no accident or other damage occurred.

Special thanks to KYLE'S for this part. Should any of our participants note this condition on a vehicle, please notify us.

Rear U-Joint and Drive Shaft (cut for shipping)
1977 Ford LTD

Dave Kyle's Garage

CHRYSLER URGED TO RECALL

In a Consumer Advisory, dated December 7, 1977, the U.S. Department of Transportation announced that it is asking the Chrysler Corporation to voluntarily recall more than one million 1975 through 1977 Valiants, Darts, Aspens, and Volares for correction of a stalling problem. The vehicles are equipped with 318 cubic inch V–8 or 225 cubic inch six-cylinder engines.

In a telegram sent December 6 to Chrysler's Vice President of Vehicle Safety and Reliability, Joan Claybrook, Administrator of the department's National Highway Traffic Safety Administration (NHTSA), urged voluntary recall "in the interest of safety and to obviate the delay in and the necessity of further investigative effort, and the scheduling of administrative enforcement proceedings." In her telegram, the NHTSA Administrator said that she had learned, through press releases, that the Chrysler Corporation has admitted the existence of a stalling problem, but claims it is not safety-related. She pointed out that Chrysler recently conducted a safety-related defect recall campaign involving 1972 and 1973 full-size Chrysler vehicles because of a defective electrical connector which could cause loss of engine power. Claybrook told the Chrysler executive that "the stalling of later model Chrysler vehicles appears equally hazardous."

In May, 1977, the NHTSA opened an investigation into stalling problems affecting these vehicles. To date, the federal safety agency has received 998 owner complaint letters alleging 1,200 incidents of stalling, including reports of 52 accidents involving nine injuries and nine lawsuits. The NHTSA said Chrysler estimates it has some 4,500 consumer letters reporting stalling in the subject vehicles.

Our PRP members will recall that this investigation was featured in a Case Of The Month article in the July, 1977 issue of the PRP News.

REMINDER

We ask that our PRP participants continue to be alert for components and information related to the following NHTSA defect investigations. These cases are still continuing and have been featured in past issues of the PRP News:

- Transmission Shift Linkage Failures, 1973–78 Ford Motor Company Passenger Cars Equipped with 351 CID or Larger Engines and Automatic Transmissions
- Ignition Amplifier Failures, 1975–77 Spitfire, TR–7, MGB, MG Midget, and Jaguar XJ6, and 1971–77 Jaguar XJ12 Vehicles (British Leyland)
- Engine Stalling, 1975–76 Dodge Dart and Plymouth Valiant, and 1976–77 Dodge Aspen and Plymouth Volare Vehicles Equipped with 318 CID V–8 or 225 CID Six Cylinder Engines
- Undercarriage Corrosion, 1970–74 Fiat Models 850, 124, and 128

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional supplies, e.g., mailbags or information report forms, have any questions, or would like to pass on comments, please call collect. Our phone number is (703) 527–4500; ask for the Parts Return Program. Our staff, Bruce Beddow, Guy Whiddon, Ms. Jonni Peizer, and Martin Lowery, will be happy to assist. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. If you have a contribution or suggestion for the *PRP News*, please send it to the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

ITEMS OF INTEREST

- We've mentioned that we're expanding the Parts Return Program to include new car dealers and high mileage fleets, and automotive parts suppliers. We will be contacting a total of 300 dealers, 100 fleets (car rental, taxi, and police and other state and municipal vehicles), and 300 parts suppliers nationwide to enlist their voluntary participation in the Program. As of this date, approximately 50% of these 700 potential participants have been contacted. On the average, approximately 70% of the dealers contacted have expressed their willingness to join the program, while most all of the fleets and parts suppliers contacted have agreed to join.
- New Jersey's Division of Consumer Affairs recently inspected 1,781 of the state's auto repair facilities to check on compliance with their regulation requiring the posting of notices on consumer rights. Of this group, 564 were found to not have a posted notice informing customers that they are entitled to written estimates for repair work before the work is started. Some of the repair shops could be fined up to $200, and included new and used car dealerships, service stations, body repair shops, specialty automotive repair shops, and chain and department store repair facilities.
- Chrysler Corporation is recalling 1.2 million cars for two problems that could result in loss of front wheel brakes. The vehicles involved are 1976–78 Plymouth Volares and Dodge Aspens manufactured from October 1975 through September 1977, and 1977–78 Dodge Diplomats and Chrysler LeBarons manufactured from March 1977 through September 23, 1977. The two problems involve (1) the front wheel brake tubes which may be subject to corrosion from acid seeping from the battery, and (2) the front brake hoses may become brittle and crack when subjected to sustained periods of extreme cold temperatures. The hose problem does not involve 1977 models, built after July 28, 1977, and 1978 models.
- Motor vehicle accidents cost American society nearly $38 billion annually, in terms of deaths, injuries, lost income and property damage, according to a recent study compiled by the NHTSA and entitled "Societal Costs of Motor Vehicle Accidents, 1975."

The statistics are based on societal losses resulting from fatalities, non-fatal injuries, and property damage only accidents, and do not represent the total value placed upon human life. Future production losses, in particular, accounted for a very large share of the total cost for fatalities and the most severe injuries.

The 46,800 motor vehicle fatalities listed by the report for 1975 produced losses to society of $13.44 billion. The cost for non-fatal injuries was $12.75 billion, and property damage only accidents $11.40 billion. Based on the factors considered, a fatality accounts for $287,175 in societal costs; recognizing that this figure does not represent the total value of a lost life.

A free copy of the report is available from the NHTSA, General Services Division, Room 4423, 400 Seventh St., S.W., Washington, D.C. 20590.

NATIONAL PARTS RETURN PROGRAM

Description and Function

- The PRP involves the voluntary submittal of failed automotive components and information by participating members. The program is open to independent repair shops, new car dealers, independent parts suppliers, and fleet operators. Information and/or failed parts are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information and components to help the NHTSA identify the existence of safety-related defects in the performance, construction, components, or materials of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect recall and remedy campaigns, when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained is also valuable in preparing Federal motor vehicle safety standards.
- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.

OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months that participant has sent in components and information. New members that have just become active in the PRP for this year (July 1977-June 1978) are identified with an asterisk before their name. During November 1977, 22 members became new active participants, and 7 have sent in components and information in consecutive months. We need more active participants. Please make your contribution toward highway traffic safety today.

REGION 5

(2) CLEMENS AUTO REPAIR
Racine, Wisconsin

DAY-NITE AUTO STATION
Kaukauna, Wisconsin

* FRERICHS GARAGE
Sioux City, Iowa

ROEHL'S BEE LINE BRAKE AND ALIGNMENT
Appleton, Wisconsin

REGION 4

* AKRON WHEEL ALIGNMENT
Akron, Ohio

* LEXINGTON BRAKE
Lexington, Kentucky

REGION 0

CRANE AUTO REPAIR
Bricktown, New Jersey

* FLANDER'S BRAKE AND ALIGNMENT
Hartford, Connecticut

* GENE CASEY'S ARCO STATION
Lynn, Massachusetts

GLIDDEN AUTO SERVICE
Nashua, New Hampshire

(S) HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

REGION 9A

* AUTOMOTIVE SPECIALTIES
Paramount, California

* DANA MEYER FOREIGN CAR SERVICE
Albany, California

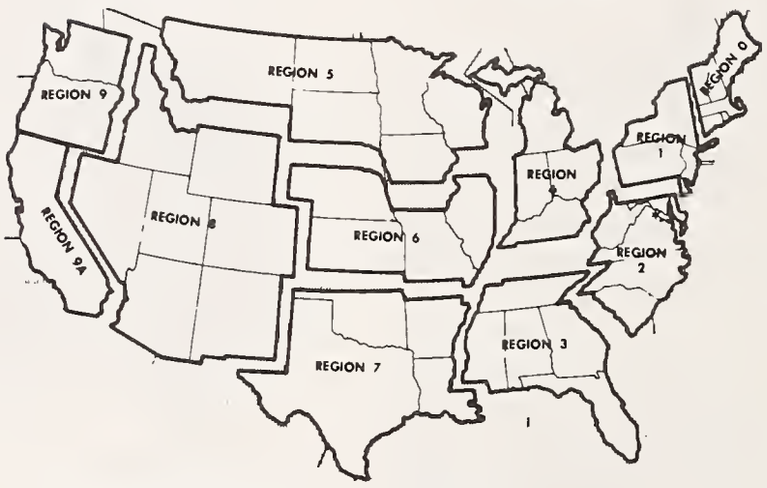
ISE AUTOMOTIVE SERVICE
Hollywood, California

* KALLEN'S GARAGE
Van Nuys, California

MAURICE'S AUTOMOTIVE
Hollywood, California

(2) MR. BRAKE #11
Sacramento, California

* PRECISION AUTO REPAIR
San Francisco, California



REGION 1

* A. RUTH'S GARAGE
Colonie, New York

WOODY'S GARAGE
Montoursville, Pennsylvania

REGION 2

(S) AUTO BRAKE CORPORATION
Norfolk, Virginia

* YON BROTHERS' GARAGE
Charleston, South Carolina

* MARYLAND BRAKE AND ALIGNMENT
Baltimore, Maryland

REGION 3

(S) BIG BRAKE SAFETY CENTER
Gulfport, Mississippi

* ROSWELL FINA
Roswell, Georgia

REGION 8

* CARTER'S AUTO SERVICE
Santa Fe, New Mexico

* HURLEY SUPER SERVICE STATION
Pueblo, Colorado

JOHN'S GARAGE
Nampa, Idaho

LAS VEGAS WHEEL ALIGNMENT AND BRAKE
Las Vegas, Nevada

* MERRILL'S AUTOMOTIVE SERVICE
Salt Lake City, Utah

* RIVERSIDE AUTOMOTIVE
Boise, Idaho

* STAPLE'S CHEVRON STATION
Colorado Springs, Colorado

* ZENNER AUTOMOTIVE
Colorado Springs, Colorado

REGION 6

* ATWELL AUTO REPAIR
St. Louis, Missouri

* CAPITAL AUTOMOTIVE
Lincoln, Nebraska

(2) DUTCH'S SERVICE STATION
St. Louis, Missouri

REGION 7

(2) FIFTH STREET AUTOMOTIVE SERVICE
Tyler, Texas

* TOMMY'S AUTOMOTIVE
San Angelo, Texas

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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DOT 517

parts return program news

U.S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 6 December 1977

CASE OF THE MONTH

IDLER ARM FAILURE
1968–74 Fords

The National Highway Traffic Safety Administration (NHTSA) recently initiated a formal defect investigation for a suspected problem with the steering idler arms in approximately nine million 1968–74 Ford Motor Company automobiles. Both the full and intermediate-sized vehicles are involved.

Complaints received by the agency indicate a bushing in the idler arm can stick due to corrosion or lack of lubrication. If this happens, steering can become impaired and the idler arm may separate from the frame. Should this occur, drivers may have difficulty controlling their cars.

The photograph illustrates an idler arm and support bracket received through the Parts Return Program. The component came from a 1970 Mercury with a vehicle mileage of 53,000. According to the shop, the idler arm bushing became frozen allowing the idler arm support bracket to tear away from the chassis frame rail, where it attaches. Note the torn pieces of the frame rail remaining underneath the support bracket mounting nuts.

Idler Arm and Support Bracket
1970 Mercury

In a recent news release on this subject, the NHTSA Administrator, Joan Claybrook, cautioned that the failure "is often indicated by a grinding or snapping noise and difficulty in steering. We have 55 complaints about idler arm malfunctions, 43 of which reported the arm separated from the frame of the car." The agency was aware of five accidents attributed to idler arm failures but had no confirmed reports of related injuries. NHTSA learned of the idler arm problem when 37 of the 55 reports received came through the Parts Return Program. The PRP would like to thank the many shops that contributed parts or information instrumental in bringing this potential problem to light. Keep up the good work!

THANK YOU

During the year ending in July 1977, the PRP received more coverage in the form of newsletter articles than ever before. We are aware of at least seven publications that carried articles on the PRP. Additionally, some of our members may recall that a year ago, the PRP was featured on a consumer action program broadcast by WCCO–TV, Minneapolis, Minnesota. These articles and coverage have brought at least ten actively participating members, and have served to increase public awareness of the PRP. We want to thank the following publications and organizations for their interest:

Let's Talk Road Service	July, 1976
Automotive Aftermarket News	February, 1977
The Automotive Independent	February, 1977
American Motorist	April, 1977
National School Bus Report	March, 1977
New York Auto Repair News	May, 1977
Consumers Research Magazine	June, 1977
WCCO–TV, Minneapolis, Minn.	January, 1977

TIRE SURVEY

The National Highway Traffic Safety Administration (NHTSA) has also recently initiated a survey of car owners to find out the problems they are having with original equipment steel belted radial tires.

In late October, the NHTSA sent questionnaires to more than 100,000 purchasers of 1975 through 1977 domestic automobiles. The agency has received a number of complaints recently, and needs to identify the scope of the problem as well as those brands which are experiencing an unusual failure rate. NHTSA obtain the names of new car purchasers from General Motors, Ford, and Chrysler Corporation, and structured the survey sample so that owners of Firestone, Goodyear, Goodrich, General, Uniroyal, and Michelin tires would be queried. These companies are the primary suppliers of original equipment tires on new domestic cars. The returned questionnaires are being tabulated by a NHTSA contractor.

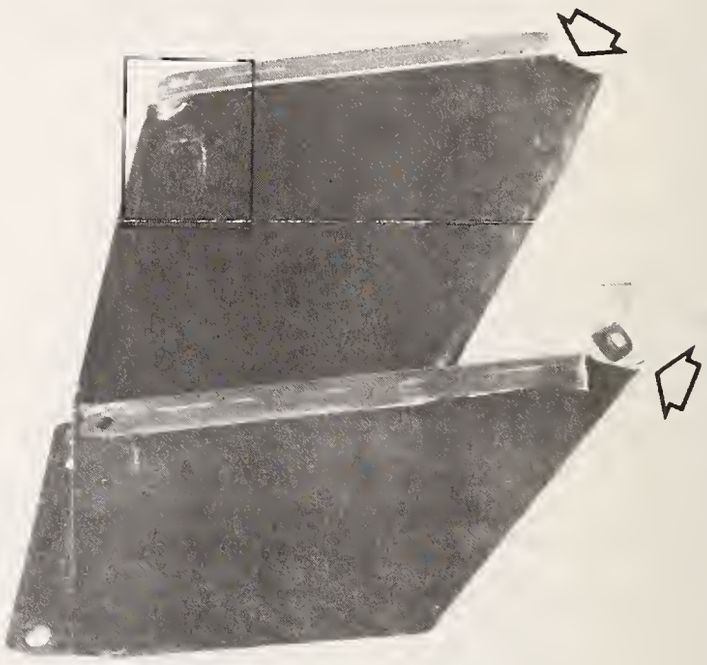
In a Consumer Advisory, dated December 15, 1977, NHTSA Administrator Joan Claybrook commented, "the survey will provide us uniquely valuable information for quickly identifying safety related tire defects and for analyzing the adequacy of our tire safety standards." Claybrook added that although the survey sample included only slightly more than 100,000 new car buyers, NHTSA would like to hear from any owners who have experienced steel belted radial tire problems. In reporting such problems, consumers are asked to provide as much identification of the tire as possible (manufacturer, size, tire type and the DOT tire identification number from the inside sidewall of the tire).

Members who have encountered problems with original equipment steel belted radial tires are asked to notify the PRP.

SEAT FAILURE

The photographs illustrate a driver's seat, support pedestal that was received from RED IVEY'S GARAGE in Atlanta, Georgia. The component reportedly came from a 1975 Dodge, model B300 Tradesman van, with a vehicle mileage of 45,087. The frame of the seat bolts on to the flanges of the pedestal. The forward ends of the flanges broke away (arrows), allegedly causing the seat to loosen during vehicle operation. The upper rear corners of the pedestal are also cracked (insert). The pedestal had reportedly been repaired twice, before this last failure occurred. The driver reported that he was taking the vehicle to have the seat repaired for the third time. He was traveling at about 50 mph, when he leaned back and the seat tore loose. As a result, he reportedly lost his grip on the vehicle's steering wheel for about four seconds before regaining control. The vehicle owner reported that the seat is original equipment.

Special thanks to RED IVEY'S GARAGE for returning this component. The PRP would like its members to be alert for similar failures.



Support Pedestal—Driver's Seat
1975 Dodge B300
RED IVEY'S GARAGE

Insert (Outside view)

ITEMS OF INTEREST

- Welcome to DUBUQUE AUTO SUPPLY CO., our first contributing parts supplier enrolled in the newly expanded Parts Return Program with other dealers, fleets, and parts suppliers.

- Special thanks to those shops that provided assistance to the PRP during our recent survey concerning throttle cable problems in Volkswagen vehicles. The manufacturer has notified the NHTSA that a safety recall and remedy campaign is being initiated to correct the defect which could involve throttle breakage and or binding. The vehicle models being recalled are: 1974 Audi Fox, 1974–1975 Dasher, and 1975–76 Rabbit and Scirocco.

- The NHTSA has opened a formal defect investigation involving approximately 26,000 1972–1975 Peugeot vehicles suspected of faulty seat belt retractors. This investigation was prompted by a petition NHTSA received from the Center for Auto Safety, a non-government public interest group which concentrates on consumer problems with automobiles.

  Under investigation is the failure of the seat belt to roll completely into the retractor when the belts are not in use. The belt can become entangled in the seat adjustment mechanism or mangled in the door, damaging the belt. NHTSA is concerned about the ability of the belts to protect occupants after sustained abuse.

- Ford Motor Company is recalling approximately 3,000 of its 1978 Lincoln Versailles automobiles to correct potential safety defects in the vehicles' speed or cruise control units. The recall includes all 1978 Versailles models produced through Nov. 12, 1977.

  The problem is described as a possibly misrouted wiring harness which can interfere with operation of the speed control servo arm. If the interference occurs when the speed control is in use, the throttle could become stuck in a partially opened position. The driver's ability to control the vehicle can be severly impaired.

  In a consumer advisory, dated December 8, 1977, NHTSA Administrator Joan Claybrook stated, "We know of no accidents or injuries caused by this problem, and Ford estimates only four percent of the cars may require service. Owners should be receiving notification letters in the very near future."

- An estimated 22,000 Plymouth, Dodge, and Chrysler 1978 model cars are being recalled for correctoin of a problem that could result in loss of steering capability; and an estimated 24,000 Dodge 1977 and 1978 light duty trucks are being recalled for correction of a problem that could result in fuel leakage.

  The steering problem involves 1978 Plymouth Volares and Furys; Dodge Aspens, Monacos, Chargers, and Diplomats; and Chrysler Cordobas and LeBarons with tilt steering columns, which were manufactured between mid-September through early October, 1977. The manufacturer estimates that two percent of these vehicles may be equipped with steering shafts containing a coupling pin which could fall out, resulting in a loss of steering capability. Recall correction involves installation of a cotter pin to insure that the coupling pin is retained.

  The Dodge light duty truck recall involves 1977 and 1978 club cab models manufactured during the period August, 1976 through August, 1977. On these vehicles, the fuel tubes running from the fuel tank to the fuel pump may have been improperly routed so as to permit a portion of the vehicle underbody to interfere with and abrade the tube. Abrasion of the tube may result in fuel leakage. The actual percentage of vehicles having this problem is unknown. The recall will involve inspection of the vehicles, correction of any misrouted fuel tubes, and replacement of any damaged sections of the tube.

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional supplies, e.g., mailbags or information report forms, have any questions, or would like to pass on comments, please call collect. Our phone number is (703) 527–4500; ask for the Parts Return Program. Our staff, Bruce Beddow, Guy Whiddon, Ms. Jonni Peizer, and Martin Lowery, will be happy to assist. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. If you have a contribution or suggestion for the *PRP News*, please send it to the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

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REGION 5

(3) CLEMEN'S AUTO REPAIR
Rocine, WI

(2) DAY-NITE AUTO STATION
Koukauno, WI

* DUBUQUE AUTO SUPPLY CO.
Dubuque, IA

* GIL'S AUTOMOTIVE SERVICE
Sioux City, IA

ROPE GARAGE
Coon Rapids, MN

REGION 4

AUTO INN GARAGE
South Bend, IN

BYRNE'S SERVICE
Livania, MI

* THE CHESTER BODY & REPAIR
Cleveland, OH

* DOYLE'S SERVICE
Massilon, OH

REGION 0

BOTHEL'S GARAGE
Cape Elizabth, ME

(6) HARRY'S AUTO SERVICE
Great Barrington, MA

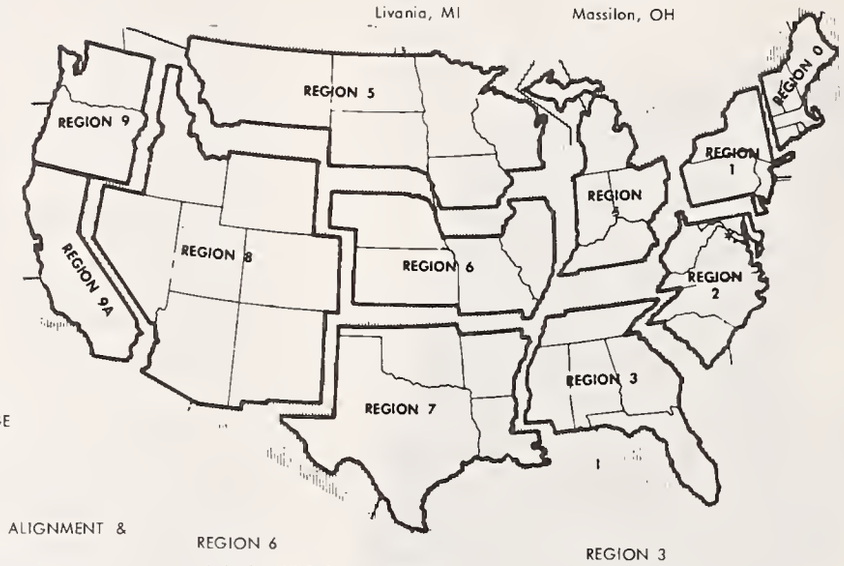
REGION 9A

* AUTOMATIC TRANSMISSION SERVICE
San Diego, CA

* HAMNER AUTOMOTIVE
Norco, CA

HAROLD'S AUTO SERVICE
Santa Rasa, CA

* SAMO WHEEL & BRAKE SERVICE
Paramaunt, CA



REGION 1

BUD JONES SERVICE
Delmar, NY

* MIDAS MUFFLER
Williomsville, NY

YOUNGWOOD EXXON
Yaungwaad, PA

REGION 2

* A.S.A.P.
Rackville, MD

(6) AUTO BRAKE CORP.
Norfalk, VA

* LIPPY'S AUTO SERVICE
Richmond, VA

* JOYCE MOTORS
Arlingtan, VA

REGION 8

DAVE KYLE'S GARAGE
Phoenix, AZ

(2) JOHN'S GARAGE
Nompo, ID

(2) LAS VEGAS WHEEL ALIGNMENT & BRAKE SERVICE
Los Vegos, NV

* S & D TIRE AUTO CENTER
Salt Lake City, UT

REGION 6

* A. A. AUTO & TRUCK SERVICE, INC.
Chicogo, IL

REGION 3

(6) BIG BRAKE SAFETY CENTER
Gulfport, MS

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 7 January–February 1978

MORE FLEX-FANS

The National Highway Traffic Safety Administration (NHTSA) recently initiated another safety defect investigation involving flexible blade, engine cooling fans (flex-fans).

The investigation involves approximately 200,000 flex-fans manufactured since 1973 by Kool Klutch Manufacturing Co. of Fort Worth, Texas, a division of Eaglemotive Industries, Inc. The NHTSA is investigating reports of breaking fan blades which could result in personal injury and vehicle damage. These flex-fans are sold in the automotive parts after-market under the brand names Kool Flex and Imperial. The NHTSA is aware of 13 reports of flex-fan breakage, three involving injuries.,

Again, we urge our participants to remain alert for the failure of any flex-fan, and to report such failures to the PRP immediately.

RUSTING CONTROL ARMS

AKRON WHEEL ALIGNMENT, Akron, Ohio, forwarded to the Parts Return Program some upper and lower front control arms from a 1977 Ford Pinto with 37,872 miles. The upper control arm pictured here is rusted through at the bushing location. The control arm bushings are partially deteriorated and the ball joint is frozen. The lower control arm was rusted through at the spring mount.

The rusting was discovered during a front end alignment inspection. Performance of the vehicle had not been impaired. The shop believes that the corrosion may have been due to vehicle contact with some sort of acidic material from an external source. No other Pintos have developed this problem, according to the shop, although they have seen similar corrosion on 1967–69 Ford Mustang vehicles.

Our thanks to AKRON WHEEL ALIGNMENT for submitting this information. If any PRP participants note similar rust problems, please send us the part, call us collect, or drop us a note on the convenient Information Report Form.

Upper Control Arm
1977 Ford Pinto
AKRON WHEEL ALIGNMENT

PROPOSED STANDARIZATION OF VEHICLE IDENTIFICATION NUMBER

Motor vehicle identification will be strengthened and standardized under a new proposal announced on January 16, 1978, by the U.S. Department of Transportation.

The action arises from a proposal by the National Highway Traffic Safety Administration (NHTSA) to amended Federal Motor Vehicle Safety Standard No. 115, to specify the structure and meaning of numerals and letters used in a motor vehicle's Vehicle Identification Number (VIN).

"This is a very important proposal," said NHTSA Administrator Joan Claybrook in a news release on January 16, 1978. "It will be of great value in combating auto theft and conducting efficient safety recall campaigns and for accident investigation research."

Currently, the standard requires only that a VIN be on passenger cars, be unique to a particular

manufacturer in any 10 year period, and be located so that it is readable from outside the vehicle. The proposed amendment would require manufacturers to provide a VIN that would uniquely identify each motor vehicle, without duplication, for a 30 year period. The new VIN would contain 16 characters plus a check digit. For passenger cars, the VIN would identify the manufacturer, make and class of the vehicle, model, line, series, body type, engine type, gross vehicle weight rating, transmission type, restraint system type, and the year of manufacture. Similar information would be required for VINs on trucks, trailers, multipurpose vehicles and motorcycles.

Beyond its value in the recovery of stolen vehicles, the VIN is important to state motor vehicle administrators, the International Association of Auto Theft Investigators, U.S. Treasury agents, and numerous other local, state, and international law enforcement agencies.

The proposal has an effective date of January 1, 1980 for passenger cars and September 1, 1981 for all other vehicles. Interested persons are invited to submit their views on the proposal by addressing comments to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., S.W., Washington, D.C. 20590. The closing date for comments is April 17, 1978.

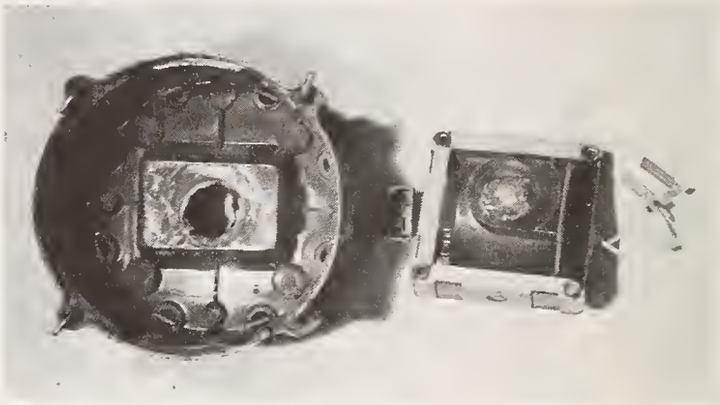
ITEMS OF INTEREST

- The New Jersey Automobile Dealers Association (NJADA) has recently pointed out to domestic car manufacturers that dealers in the state are covered by New Jersey's warranty reimbursement law, effective May, 1977. The law requires the same reimbursement scale for warranty work as is normally used for non-warranty work. NJADA argues that dealers continue to receive reimbursement for warranty work that is "unilaterally and arbitrarily determined" by manufacturers. The NJADA has indicated that such reimbursement has the effect of penalizing dealers and ultimately consumers.
- Lindenbusch Lincoln-Mercury in St. Louis, Missouri, called our attention to a binding accelerator cable in a 1977 Mercury Monarch with a vehicle mileage of 8,451. The cable had reportedly been misrouted.
- The City of Tallahassee, Florida, has forwarded two steering pitman arms to us which were both removed from 1977 Dodge Monaco vehicles. The ball joints in each are extremely loose, which reportedly resulted in excessive steering play.

BURNT DISTRIBUTOR

The BALTIMORE COUNTY CENTRAL GARAGE, Towson, Maryland, has sent us the distributor from a 1975 Chevrolet van equipped with electronic ignition. The photograph shows the distributor cap and ignition coil. According to the maintenance department at Baltimore County, the center of the rotor burned a hole in the distributor cap and the bottom of the coil. The van had 37,937 miles on it.

Special thanks to BALTIMORE COUNTY for being the first fleet to contribute information to the newly expanded PRP. If any of our other participants encounter problems in the electronic ignition systems of General Motors vehicles, please forward the information to us.



Distributor Cap and Ignition Coil
(Electronic Ignition)
1975 Chevrolet Van
BALTIMORE COUNTY CENTRAL GARAGE

TELEPHONE CALLS

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If you have a contribution or suggestion for the *PRP News*, please send it to the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

RECALLS

- Approximately 2,000 *Plymouth Horizon* and *Dodge Omni* 1978 model vehicles are being recalled *for replacement of leaky fuel tanks* damaged during assembly.

  In a recent consumer advosory, Joan Claybrook, Administrator of the National Highway Traffic Safety Administration (NHTSA), said "this recall is the result of action we initiated after receiving a report on January 20 of fuel tank leakage from the Insurance Institute for Highway Safety. The IIHS had purchased two new Horizon vehicles for a test program and, when filling the fuel tanks, significant fuel leakage was noted." An investigation determined that leakage was caused by a power-driven staple that had been driven through the floor pan to secure the carpet under the rear seat cushion. These staples had punctured the tank and allowed leakage.

  On January 20, the NHTSA notified the Chrysler Corp. of the problem and urged immediate recall action. Upon investigation, the manufacturer reported that the staple causing the problem was used as an unauthorized assembly aid at one Chrysler assembly plant. They agreed to recall the vehicles for fuel tank replacement.

- More than 74,000 of the *1972 and 1973 Toyota Celica* vehicles are being recalled *for replacement of the passenger compartment heater hose.*

  In a recent consumer advisory, Joan Claybrook, NHTSA Administrator, said "this recall is the result of agency action on reports of three heater hose failures in which hot coolant was sprayed on the legs of the drivers. We realize that heater hoses do wear out and need periodic replacement. However, these particular hoses failed without prior warning due to internal damage. Such sudden failure, coupled with the spraying of hot liquid on the driver's legs, could result in possible loss of vehicle control."

  Toyota Motor Sales, U.S.A., Inc., says the problem involves the formed inlet heater hose which is located in the passenger compartment. During the installation of the heater hose to the heater water valve, the end of the water valve pipe is connected to the curved portion of the hose. If a sharp edge exists, the inside of the hose can be scuffed, shortening its service life. Recall correction will involve replacement of curved hoses with improved, straight hoses and removal of any sharp edges on the water pipes. Required parts are being ordered from Japan and should be available in early March, at which time owners will be notified.

- More than 118,000 *Honda motorcycles* are being recalled *to correct a safety defect that could impair braking in wet weather.*

  Honda is recalling 1975–1978 models CB750F and GL 1000 cycles built with rear disc brakes. The NHTSA has been investigating reports of wet weather brake malfunctions in these motorcycles since April 1977, and had received 72 owner complaints and reports of 11 injuries. The problem is described as a temporary reduction in rear brake effectiveness in rainy weather. Although normal braking efficiency resumes after a brief time, operators tend to increase pressure on the brakes when there is no initial response. As normal braking returns, this increased brake pressure may exceed the available tire traction and cause rear wheel lock-up and a potential loss of control. Under the recall, Honda will replace the original equipment rear brake pads with new pads of an improved design. The company said it will be sending letters to owners in mid-March explaining the recall campaign, and instructing them to contact Honda motorcycle dealers to obtain the replacement rear brake pads.

NATIONAL PARTS RETURN PROGRAM

Description and Function

- The PRP involves the voluntary submittal of failed automotive components and information by participating members. The program is open to independent repair shops, new car dealers, independent parts suppliers, and fleet operators. Information and/or failed parts are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information and components to help the NHTSA identify the existence of safety-related defects in the performance, construction, components, or materials of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect recall and remedy campaigns, when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained is also valuable in preparing Federal motor vehicle safety standards.
- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.

OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months the participant has sent in components and information. New members who have just become active in the PRP for this year (July 1977 to June 1978) are identified with an asterisk before their name. This month, 13 members became new active participants and four have sent in components or information in consecutive months. We need more active participants. Please make your contribution toward highway traffic safety today.

REGION 5

- AUTO TRAAC
  St. Anthony, MN
- DAVE McMILLEN'S AUTO REPAIR SERVICE
  Duluth, MN
- DOLLAR RENT-A-CAR
  Sioux City, IA
- IMPORT MACHINE
  Kewaunee, WI

REGION 9

- CHUCK & WAYNE'S GARAGE
  Eugene, OR

REGION 9A

- DUANE'S TUNE-UP CLINIC
  Manteca, CA
- TOM PITRE: AUTO MECHANICS
  Los Altos, CA

REGION 4

AKRON WHEEL ALIGNMENT
Akron, OH

KORZUN & CORLETTE'S GARAGE
Euclid, OH

REGION 0

(7) HARRY'S AUTO SERVICE
Great Barrington, MA

REGION 1

(2) BUD JONES SERVICE
Delmar, NY

- RITE-WAY GARAGE
  Harrisburg, PA

VINS MOTOR SERVICE CORPORATION
Brooklyn, NY

REGION 2

(7) AUTO BRAKE CORPORATION
Norfolk, VA

- BALTIMORE COUNTY CENTRAL GARAGE
  Towson, MD

REGION 3

(7) BIG BRAKE SAFETY CENTER
Gulfport, MS

- CITY OF TALLAHASSEE
  Tallahassee, FL
- HAGAN SERVICE CENTER
  Gainesville, FL

TERRELL'S GARAGE
Macon, GA

REGION 6

- LINDENBUSCH LINCOLN-MERCURY
  St. Louis, MO
- NATURAL BRIDGE AUTO PARTS
  St. Louis, MO

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 8 March 1978

REMINDER

It has come to our attention that there may be some concern or reluctance on the part of some of our newly enrolled dealers to participate in our Parts Return Program (PRP) by submitting failed automotive components.

For example, the GMC Truck and Coach Division of General Motors Corporation requires that all parts, replaced under the terms of the warranty, be held for inspection by a factory representative in accordance with certain established procedures. In other cases dealers are required to return certain parts to the factory for warranty reimbursement. Additionally, some states and localities require that replaced parts and/or materials be made available to the owner at the time service repairs are paid for.

We want all of our members to know that the PRP has no intention of undermining or conflicting with any of the above kind of responsibilities that you may have. Perhaps our program would be better named the "Parts and Information Return Program". In any case, the above situations are exactly why we designed and provided all of our members with the new postage-paid Information Report form. As you know, it is a short and convenient way for you to report safety problems when parts are not available. Additionally, the PRP staff is readily available to receive information from you by telephone—*call collect* (703) 527-4500. The PRP canvas mailbag has been provided for situations where parts are available.

We trust that we can count on the important contributions that you can make to highway traffic safety.

17 SHOPS RECEIVE ADMINISTRATOR'S AWARD

Our independent PRP repair shops supplied information last year that aided 17 safety defect investigations, which resulted in four major safety recall campaigns. Two recall campaigns involved Ford Motor Company, while the other two involved Porsche and Firestone Tire and Rubber.

To express our thanks, the National Highway Traffic Safety Administration (NHTSA) recently awarded Certificates of Appreciation to 17 shops for their strong support in the Parts Return Program over the past year.

In making the awards, NHTSA Administrator Joan Claybrook said, "the voluntary cooperation of participating shops demonstrates their genuine concern for improving automotive safety. The information received as a result of the Parts Return Program is crucial to our defects investigations."

Ten of the shops received Certificates of Appreciation for the first time:

Automotive City, San Francisco, California
Bob's Service Station, Hammond, Indiana
Tommy's Auto Repair, Sioux City, Iowa
McLain's Auto Repair, St. Louis, Missouri
Longbard's Exxon Station, Poughkeepsie, New York
May's Auto Service, Mansfield, Ohio
Harry's Auto Service, Great Barrington, Massachusetts
Woody's Garage, Montoursville, Pennsylvania
L.A.D. Auto Electric, Spokane, Washington
Joe's Auto Service, Appleton, Wisconsin

Seven firms, recipients of prior awards, on the award list again this year are:

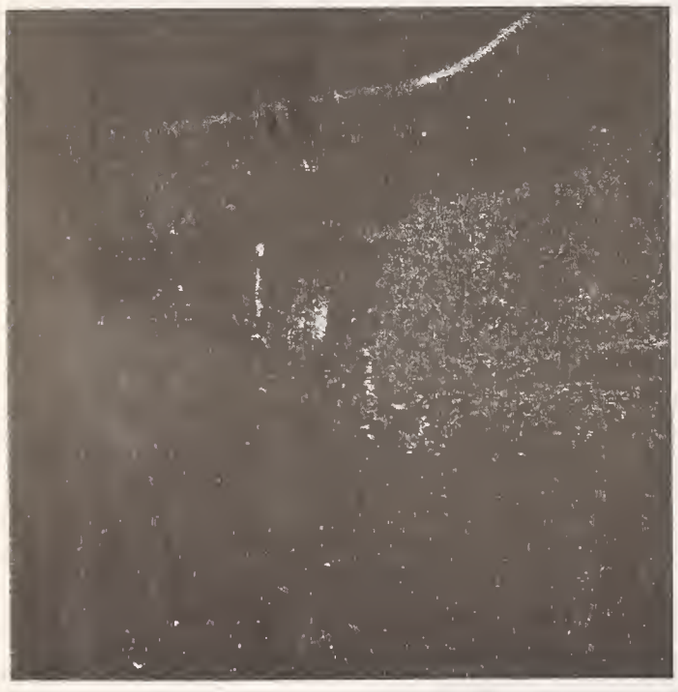
Hagan Service Center, Gainesville, Georgia
Ise Automotive Service, Hollywood, California
Auto Hospital, Lincoln, Nebraska
Kolesnik's Service Station, Rochester, New York
Auto Brake Corp., Norfolk, Virginia
Doyle Automotive Service, Seattle, Washington
Park Auto Repair, Racine, Wisconsin

FORD AXLE HOUSING WELD FAILURES

A number of reports have been received by the NHTSA involving axle shaft housing failures on 1974 through 1977 Ford Torinos. In one case, it was reported that the housing had cracked on a 1975 Ford Torino with 35,293 miles. In another instance, involving a 1974 Ford Gran Torino Station Wagon with 45,895 miles, it was reported that the weld between the differential housing and axle housing had broken, causing the axle to fall off. A third one described an identical broken weld on a 1975 Ford Torino that reportedly resulted in $500 property damage.

These cases are similar to one reported in the July, 1976 *PRP News*. The component pictured here, was submitted by BOB CHESTER'S AUTO SERVICE of Arlington, Texas, and involved the left axle tube from a 1974 Ford E 100 van with 11,500 miles. The tube reportedly separated from the center section of the axle (differential housing) as a result of an insufficient weld.

The PRP is very interested in learning of other problems with axle welds, such as those described here. If you have observed such failures, please send the information to us immediately. Again, special thanks to Bob Chester's Auto Service.



Axle Tube to Differential
1974 Ford Van
BOB CHESTER'S AUTO SERVICE

TWO NEW INVESTIGATIONS

The NHTSA recently initiated two new safety defect investigations involving vehicles manufactured by the Ford Motor Co. One investigation involves breakage or separation of the manual transmission, floor-mounted gear shift levers in 1971–1978 Mercury Capris, and the other deals with malfunction of the power steering control valve in 1975–1977 Granadas and Mercury Monarchs.

The gear shift investigation involves two separate types of manual transmission levers used in 350,000 Mercury Capris. Depending on the type used, the

(Continued on page 3)

CRANKSHAFT PULLEY SPLIT

The COUNTY OF DALLAS, Dallas, Texas, reported a problem on a 1977 Ford LTD equipped with the police package. The difficulty is in the original equipment crankshaft pulley. As shown in the photograph, the pulley has a 7/8″ wide split along the circumference of the alternator belt groove. The problem was discovered during a routine maintenance inspection. Vehicle mileage was 4,000.

In a somewhat similar situation, BYERLY FORD of Louisville, Kentucky submitted a power steering pump pulley that was removed from a 1977 Ford Econoline van with 1,352 miles. The inside portion of the pulley, where the belt tracks, was split and separated.

Crankshaft Pulley
1977 Ford LTD (Police Package)
DALLAS COUNTY, TEXAS

gear shift lever may break due to fatigue, or the lever may separate from the transmission, coming out in the driver's hand. In either case, the driver will be unable to shift gears. The NHTSA has received 16 owner complaints and Ford reported 28 other complaints, including one accident allegedly due to the problem. The manufacturer also reported a 35 percent parts replacement rate for one of these gear shift levers, and a 19 percent parts replacement rate for the other.

The second investigation involves the power steering control valve on 1.5 million Ford Granadas and Mercury Monarchs. The federal safety agency has received 24 complaints, including one alleged accident, concerning a steering problem in which the vehicle wanders, requiring drivers to continually make steering corrections to stay in the proper lane. The manufacturer reported four accidents including three injuries allegedly due to this problem.

If you have any information pertinent to these investigations please contact the PRP immediately.

ITEMS OF INTEREST

- The Environmental Protection Agency (EPA) has asked for our help. The EPA, Office of Noise Abatement and Control, is interested in obtaining any information on vehicle parts or components for which excessive noise is an indication of a problem, as well as the techniques used to solve the problem. This might include certain exhaust system components, for example. You may want to use one of your new Information Report Forms. We will pass the information on to the EPA.

- Automotive researchers may have found a practical solution to reducing one of the most costly and common types of traffic accidents—the rear-end collision which accounts for nearly 3 million accidents annually.

  Recently completed NHTSA research indicates that this type of accident was reduced by 54 percent in a test group of Washington, D.C. taxicabs. The cabs were experimentally equipped with brake lights mounted above the vehicle's trunk just beneath the centerline of the rear window. In addition, they were equipped with conventional brake lights. The accident experience of these cabs was compared to a like number of taxicabs having only conventional brake lights.

  Rear-end collisions account for about 25 percent of all cab accidents in Washington, D.C., and the research showed promising results in reducing daytime as well as nighttime accidents. Only 16 percent of the daytime rear-end accidents involved cabs equipped with the center, high-mounted light, as compared to 31 percent of an equal number of "control" cabs equipped with conventional rear lights. The nighttime figures were even better. The control group accounted for 35 percent of all nighttime rear-end accidents, whereas the center, high-mount equipped cabs were involved in only 10 percent.

- ROPE GARAGE of Coon Rapids, Minnesota, reported a failure of the left front spring in a 1977 Dodge Tradesman van with 39,000 miles. The center coil reportedly broke while the vehicle was in motion, causing the tire to rub against the fender and affecting vehicle control. The coil is a #42 type, heavy duty, and the shop reported knowledge of eleven other similar incidents. Please tell us if you are aware of similar failures in late model Dodge vans.

- The CINCINNATI FIRE DEPT. recently forwarded a report to the PRP on an accident involving one of their 1974 Dodge rescue ambulance vehicles. The vehicle was reportedly involved in an accident during an emergency run. Investigation of the accident by an engineering firm reportedly indicated that the accident may have been caused by the initiation of fatigue cracks in the steering arm. Vehicle mileage was reported at 80,000.

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REGION 9

L.A.D. AUTO ELECTRIC
Spokane, WA

REGION 9a

A.T.S.
San Diego, CA

ISE AUTOMOTIVE SERVICE
Hallywaad, CA

* LEE RANDALL AND SON
San Diego, CA

MAURICE'S AUTOMOTIVE
Hallywaad, CA

REGION 6

ADAMS MOTOR SERVICE
St. Charles, MO

ATWELL AUTO REPAIR
St. Louis, MO

* THE CAR SHOP
Chicago, IL

* J. GARTNER AUTO SERVICE
Chicago, IL

* RAYMOND'S AUTO REPAIR
Chicago, IL

* ROBERT'S AUTO REPAIR
Chicago, IL

TOMAN AUTO REPAIR
St. Louis, MO

REGION 5

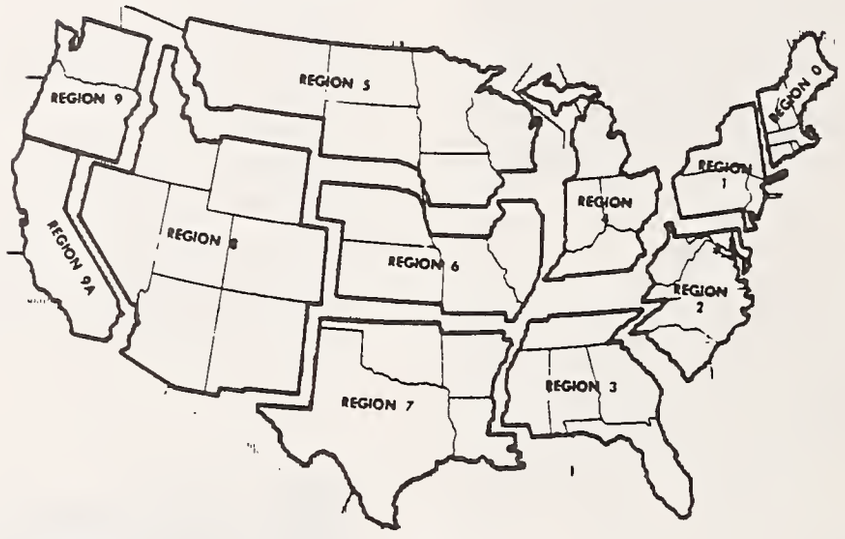
* HESSEFORT SERVICE
Kenosha, WI

* KATON'S GARAGE
Lead, SD

* MINNESOTA GAS COMPANY
Minneapolis, MN

RICHFIELD WHEEL ALIGNMENT
Minneapolis, MN

* STATE OF MINNESOTA
St. Paul, MN



REGION 8

* MR BRAKE #9
Pocatella, ID

* PRITZ FOREIGN CARS OF COLORADO
Colorado Springs, CO

REGION 7

* COUNTY OF DALLAS
Dallas, TX

FIFTH STREET AUTOMOTIVE SERVICE
Tyler, TX

PRO-TUNE
Port Arthur, TX

REGION 4

* BYERLY FORD
Louisville, KY

* CITY OF CINCINNATI
Cincinnati, OH

REGION 0

* CAMBRIDGE BRAKE SERVICE
Cambridge, MA

(8) HARRY'S AUTO SERVICE
Great Barrington, MA

* NASH ROAD MOTORS
New Bedford, MA

* SPARKY'S AUTO SERVICE CENTER
New Bedford, MA

REGION 1

CENTRAL CITY GARAGE
Harrisburg, PA

KOLESNIK'S SERVICE STATION
Rochester, NY

* MIDAS MUFFLER
Pennsauken, NJ

* NEW YORK AUTO RADIATOR AND BODY SHOP
Albany, NY

REGION 2

(8) AUTO BRAKE CORPORATION
Norfolk, VA

MUSTEN AUTO SERVICE
Winston-Salem, NC

REGION 3

* BRITISH EUROPEAN AUTO SERVICE
Miami, FL

* EDDIE'S GARAGE
Nashville, TN

* RIVERSIDE AUTO PARTS
Macon, GA

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parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 9 April, 1978

AMC RECALL

American Motors Corporation (AMC) has announced that it will recall 1975–1977 AMC Hornets and Gremlins equipped with six-cylinder engines for correction of a possible power steering hose problem.

In its investigation of the problem, the National Highway Traffic Safety Administration (NHTSA) noted that the difficulty was due to the power steering hose being routed too near the engine, making it susceptible to heat damage. The hose can rupture and leak power steering fluid onto the engine, creating a fire hazard as well as impaired steering. The agency cited 55 complaints and more than 27 alleged fires caused by this type of failure. There are approximately 133,000 of these vehicles involved in the safety recall.

We'd like to thank WINSLOW'S MOBIL STATION, Gorham, Maine, for submitting the power steering hose shown in the picture (*PRP News*, November, 1976), and thus contributing to the investigation.

AMC Power Steering Hose
WINSLOW'S MOBIL STATION

FORD IGNITION AMPLIFIER FAILURES

STEWART'S GARAGE, San Angelo, Texas, recently informed the PRP of some ignition system failures in late model Ford vehicles, allegedly due to faulty amplifier modules. One vehicle, a 1976 Ford LTD with 16,068 miles, has reportedly experienced periodic ignition system failures, causing a loss of power steering and power brakes. All failures have reportedly occurred after the vehicle was warmed up, and the situation was remedied by replacement of the amplifier module.

Several similar complaints have been received from other PRP members. JEFFERSON COUNTY, KENTUCKY, Transportation Division, has submitted a failed ignition amplifier module from a 1977 Ford with 21,298 miles, which reportedly stalled while in motion. The failure is a common one among the fleet's Ford Custom sedans, according to their maintenance department. Failed Ford amplifier modules have also been submitted by BROOKWOOD CHEVRON, Colorado Springs, Colorado and A.A. AUTO AND TRUCK SERVICE, Chicago, Illinois. These repair shops have also reportedly experienced other additional failures in Ford vehicles since submitting the amplifier modules.

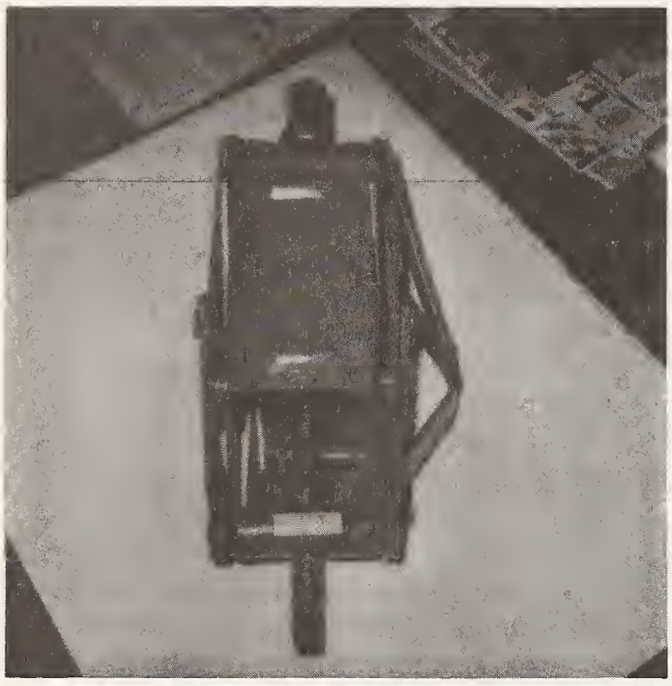
Failures have generally been reported in vehicles with mileages ranging between 15,000 and 21,000, and have involved Ford Motorcraft Ignition Modules, number DSAE 12A199. A spot check of Ford service departments participating in the PRP indicates, however, that the problem has also occurred on vehicles with significantly lower mileage. It has been suggested that changes in temperature may adversely affect the functioning of the unit. Please let us know what your experience has been on this subject.

SCISSORS JACK FAILURE

BOB CHESTER'S AUTO SERVICE, Arlington, Texas, has informed the PRP of an incident involving the collapse of a 1¾ ton capacity scissors

jack. The jack was reportedly manufactured by SUMCO Manufacturing Co., and was purchased as a replacement. It was placed under a Chevrolet truck and reportedly collapsed after a tire had been removed from the vehicle (see photographs). The approximate load placed on the jack was 1,000 pounds. The jack was purchased from an auto supply store in Arlington, Texas which has reportedly discontinued it as a stock item.

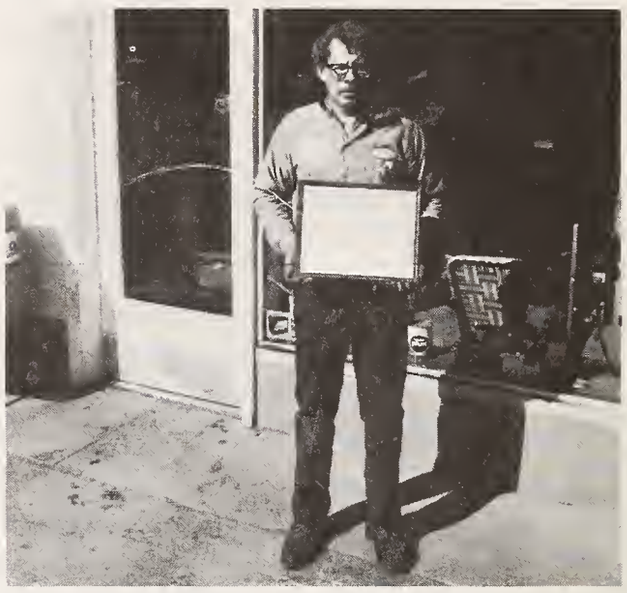
A similar incident involving a SUMCO jack has also been reported to the NHTSA. Has your shop encountered any similar failures?



SUMCO Scissors Jack
BOB CHESTER'S AUTO SERVICE

LONGBARD EXXON'S Tony Hamel of Poughkeepsie, New York, has been awarded his first NHTSA, Certificate of Appreciation as an outstanding participant in the Parts Return Program. Mr. Hamel is one out of seventeen PRP members to receive the 1977 Award (see last month's issue of the PRP News).

We invite our other PRP participants to send in similar photos. Help us and your fellow PRP members to know you more.



ITEMS OF INTEREST

- The NHTSA recently announced a new five-year motor vehicle rulemaking plan that will give top priority to four major areas offering the most promise for reducing deaths and injuries on the nations highways.

  The plan calls for concentrating safety rulemaking in the coming years in the following areas:

  —Providing better protection for occupants in side impact collisions.

  —Extending many existing motor vehicle safety standards to cover light trucks and vans.

  —Reducing pedestrian fatalities.

  —Improving braking requirements for all motor vehicles.

- Ford Motor Company and General Motors, working closely with their dealers and NADA (National Automobile Dealers Association), announced plans to formalize an indemnification clause as part of the Dealer Sales and Service Agreement, according to a recent issue of *Automotive News*. The adoption of the indemnification policy will help relieve the dealer of many

of the problems relating to product liability litigation.

Both Ford and GM are the first domestic auto manufacturers to adopt indemnification. Ford's plans will take effect May 15; GM's take effect June 1.

The supplemental indemnification clause as proposed by GM will indemnify dealers against law suits based upon, among other things, an alleged defect in the design, manufacture or assembly of the product. The dealer in return would agree to indemnify GM against law suits based upon the dealer's failure to properly repair a vehicle.

- As reported in the September 1977 *PRP News*, the NHTSA has opened an investigation into C–6 automatic transmissions manufactured by Ford Motor Co. Subsequently, the case was expanded to include the FMX transmission. Allegedly, the vehicles so equipped can slip out of Park and into Reverse when the engine is left running and the parking brake is not in place. So far, there have been reports of 104 accidents, including 6 fatalities, associated with the alleged transmission problem. Several shops have been involved in the inspection of problem transmissions, and we would like to thank them for their help: ANDERSON AND BUCKLER, Arlington, Virginia; WEIXLER AUTO SERVICE, Louisville, Kentucky; 15-MOUND COLLISION, Sterling Heights, Michigan; PESTKA-ATRA TRANSMISSION CENTER, Chicago, Illinois; and ALAMEDA AUTO SERVICE, San Jose, California. Anyone with information on the C–6 or FMX transmission problem should notify the PRP immediately.

- SPARKY'S AUTO SERVICE, New Beedford, Massachusetts, reported a transmission hose problem in a 1976 Chevrolet Chevette with 18,348 miles. The hose was found to have been rubbing on the sway bar, causing a leak, loss of transmission fluid, and finally a transmission failure while the vehicle was in motion. The shop also reported seeing similar conditions in two other Chevettes.

PROPOSED HEADLAMPS

- New high intensity automobile headlamps that combine the best features of American and European systems have been proposed, as an amendment to Federal Motor Vehicle Safety Standard No. 108, Lamps, Reflective Devices and Associated Equipment, by the National Highway Traffic Safety Administration (NHTSA). It would double the maximum allowable illumination intensity from the present 75,000 candlepower to 150,000 candlepower. The proposal applies to both the traditional circular and the newer rectangular systems.

  "This is an ideal compromise between the use of American sealed beam light systems and a safe and economical alternative for expensive European high intensity lamps," said Joan Claybrook, Administrator of NHTSA, in a recent news release. "Our research indicates that the 150,000 candlepower level will provide increased seeing distance without creating excessive glare for oncoming vehicles. We anticipate most manufacturers will use halogen type bulbs to meet the higher allowable output."

  The new halogen lamps would return such established safety features as sealed beam construction and mechanical aiming capability, which have distinguished American headlamps from European systems over the years.

NATIONAL PARTS RETURN PROGRAM

Description and Function

- The PRP involves the voluntary submittal of failed automotive components and information by participating members. The program is open to independent repair shops, new car dealers, independent parts suppliers, and fleet operators. Information and/or failed parts are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information and components to help the NHTSA identify the existence of safety-related defects in the performance, construction, components, or materials of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect recall and remedy campaigns, when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained is also valuable in preparing Federal motor vehicle safety standards.
- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.

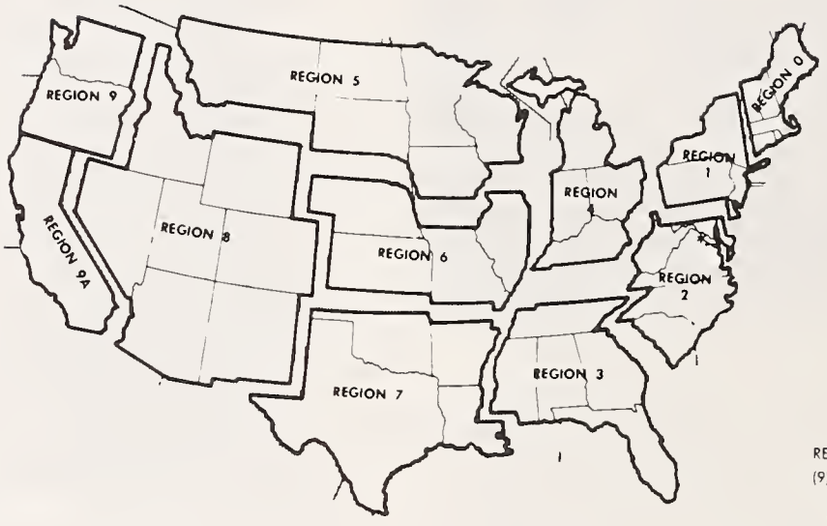
OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months the participant has sent in components and information. New members who have just became active in the PRP for this year (July 1977 to June 1978) are identified with an asterisk before their name. We need more active participants. Please make your contribution toward highway traffic safety today.

REGION 5
- * CERTIFIED AUTO REPAIR SERVICE
  Fridley, MN
- DAY-NITE AUTO STATION
  Kaukauna, WI
- GIL'S AUTOMOTIVE SERVICE
  Sioux City, IA
- * MCNAUGHTON MOTOR SERVICE
  Minneapolis, MN
- * OLE MODTLAND
  DES MOINES COMMUNITY COLLEGE
  Ankeny, IA

REGION 4
- * JEFFERSON COUNTY
  LOUISVILLE, KY

REGION 0
- * FRANK S FRONT END SERVICE
  Manchester, NH
- (9) HARRY S AUTO SERVICE
  Great Barrington, MA
- (2) SPARKY S AUTO SERVICE CENTER
  New Bedford, MA



REGION 9
- (2) ISE AUTOMOTIVE SERVICE
  Hollywood, CA
- (2) MAURICE S AUTOMOTIVE
  Hollywood, CA
- MR. BRAKE #11
  Sacramento, CA
- VANOWEN BRAKE AND WHEEL
  North Hollywood, CA

REGION 1
- * BASILE'S EXXON
  Fairview Village, PA
- D&Z ATLANTIC
  Cornwell Heights, PA
- * DE ANGELIS' GARAGE
  Norristown, PA
- DEUTZVILLE GARAGE
  Trenton, NJ
- * GORDIE'S AUTO SERVICE
  West Chester, PA
- (2) KOLESNIK'S SERVICE STATION
  Rochester, NY
- * PETE S AUTO SPRING
  Valley Stream, NY
- WOODY S GARAGE
  Montoursville, PA

REGION 8
- * DOC'S AUTO REPAIR
  Mesa, AZ
- LAS VEGAS WHEEL ALIGNMENT
  Las Vegas, NV
- JOHN S GARAGE
  Nampa, ID
- ZENNER AUTOMOTIVE
  Colorado Springs, CO

REGION 2
- (9) AUTO BRAKE CORPORATION
  Norfolk, VA
- * CERTIFIED TRUCK AND AUTO SERVICE
  Salem, VA
- * JACK STOLTZ S GARAGE
  Winston-Salem, NC

REGION 7
- * TOM S SOUTHSIDE ALIGNMENT AND REPAIR
  Arlington, TX
- * STEWART S GARAGE
  San Angelo, TX

REGION 6
- * AUTO HOSPITAL
  Lincoln, NE
- (2) ADAMS MOTOR SERVICE
  St. Charles, MO
- * NIEBLING AUTO REPAIR
  St. Louis, MO
- * RUNGE S AUTO AND TIRE
  Chicago, IL

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parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 10 May 1978

CASE OF THE MONTH

FRONT WHEEL BEARING AND SPINDLE FAILURE ON GM V–8's

(Case No. C8–23)

The NHTSA recently opened an investigation of alleged front wheel bearing and spindle failure due to excessive front brake heat in the 1975 Chevrolet Monza V–8, Oldsmobile Starfire and Buick Skyhawk. The case is based on 11 consumer complaints on front wheel bearing problems involving three broken spindles and three other damaged spindles. Two of the spindle failures resulted in near accidents.

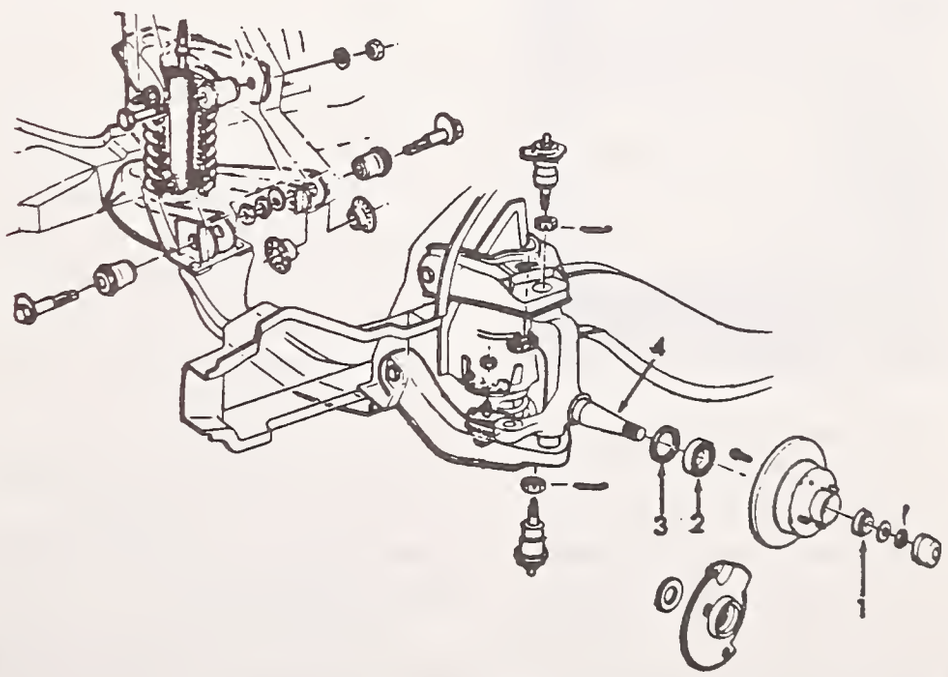
The 1975 Monzas, Starfires and Skyhawks are basically similar vehicles which utilize the same frame, suspension, brakes and body. The Starfires and Skyhawks have a V–6 engine, whereas the Monza utilizes the same four cylinder engine as the Chevrolet Vega or the optional 262 C.I.D. V–8 engine. All of these vehicles utilize the same front spindles, wheel bearings and brakes as the Chevrolet Vega. Drum brakes are used at the rear; and disc brakes with solid, unvented motors are used at the front. The spindle supports the front wheel and wheel bearing. The wheel becomes detached if the spindle breaks.

Allegedly, the front brakes develop excessive heat due to front suspension weight and design of the front disc brake rotors. Heat from the brake rotor is transferred to the wheel bearing, causing wheel bearing grease to be heated to a liquid stage. Loss of the lubricant can cause wheel bearing and ultimately spindle failure.

In opening this investigation, the NHTSA notes that in some cases, wheel bearing failure can result in a loss of vehicle control if the driver is not sufficiently alert or knowledgeable to respond to the noise which usually precedes a complete bearing failure.

PRP Telephone Number:

Have some interesting information? Need more materials? CALL US COLLECT (703) 527–4500.



Typical Knuckle & Hub Assembly

PINTO DISC BRAKE CORROSION REPORTED

RITE-WAY GARAGE, Harrisburg, Pennsylvania, has submitted the left front brake caliper, rotor and pads taken from a 1974 Ford Pinto with 23,995 miles. The piston is frozen in the caliper bore, as shown in the photo (below right).

According to the shop, the failure caused the brake pads to deteriorate completely. The condition reportedly resulted in an accident when the vehicle pulled to the right during an attempted braking and ran down an embankment.

The shop also states that this is the fourth or fifth Pinto they have seen with the same piston problem.

The photo at the left below shows corrosion on another piston forwarded to the PRP. This piston had also frozen in the caliper bore. It was removed from the left front of a 1974 Pinto with 45,000 miles.

Our thanks to RITE-WAY for forwarding this part. Information on similar brake problems from other program members would be appreciated.

Corroded Pinto Pistons

TO CATCH A THIEF

Stolen cars are involved in one out of every 350 accidents and account for approximately 5,000 disabling injuries and 130 fatalities annually.

To protect car owners against theft, the NHTSA is proposing to amend its safety standard #114 on theft protection. Some of the changes would be to require that the ignition key be different from the door key, the door lock buttons be modified to prevent lifting by external devices and that ignition wires be protected to reduce hot wiring.

Such requirements would be effective with the 1981 model year passenger cars. Comments on the proposed change should be submitted by July 31, 1978 to the Docket Section, NHTSA, 400 Seventh Street, SW., Washington, D.C.

Have an interesting problem? . . . Need more materials? . . .
CALL US COLLECT: (703) 527–4500

ALLEGED FIRES

The NHTSA has received some reports of engine compartment fires in V–8 equipped Ford Granadas and Mercury Monarchs. If any PRP member has encountered a fuel leak or fire in these vehicles, let us know what you found.

DEFECT INVESTIGATIONS CHECKLIST

- C8–26: Alleged Failure of Wiring Harness Connecting Rear Wheel Speed Sensor to Anti-Lock Computer Module on Ford Series B, C, F, L, W and CL, 1975 to March 6, 1978.
- C8–24: Alleged Failure of Certain 13 and 14 inch Chrome Trailer Wheels Manufactured by Broad Wheels Company.
- C8–23: Alleged Front Wheel Bearing and Sindle Failure Due to Excessive Front Brake Heat, 1975 Chevrolet Monza V–8, Oldsmobile Starfire and Buick Skyhawk Vehicles.
- C8–19: Alleged Breakage of the Manual Transmission, Floor-Mounted Gear Shift Levers in 1971–1978 Mercury Capris.
- C8–20: Alleged Malfunction of Power Steering Control Valve in 1975–1977 Ford Granadas and Mercury Monarchs.
- C8–04: Alleged Sticking of Idler Arm Bushing in 1968 to 1974 Fords, Lincolns and Mercurys, Full-Size and Intermediate.
- C8–02: Alleged Jumping Into Reverse from the "Park" Position of Certain 1973–78 Ford, Lincoln and Mercury Vehicles Equipped With C–6 or FMX Transmissions.

THE FORUM

SEQUOIA AUTOMOTIVE INSTITUTE, Sunnyvale, California, reports fuel leakage in the Carter YF single barrel carburetor. They recently removed one from a 1971 Maverick with 76,000 miles. The throttle shaft was loose, and fuel was leaking on to the exhaust manifold. This is reportedly the third Carter YF single barrel carburetor they have seen with this problem. Two were new, ane rebuilt.

A steering problem has been reported in Fard E–100 vans by the CHESTER BODY AND REPAIR COMPANY of Cleveland, Ohio. The vehicles in questian are owned and operated as emergency vehicles by the American Red Cross. The problem involves the drag link assembly on two 1976 Fard E–100s, one with 21,000 miles, the other with 24,471 miles. The shop claims that the ball stud socket ends an each were loose, causing steering difficulty.

FRANK'S FRONT END SERVICE, Manchester, New Hampshire, reports a potential problem with the emergency brake cable an a 1978 Dodge Magnum XE with 2,649 miles. While balancing the wheels the shop noted that the cable was caught on the bracket which holds the anti-sway bar, causing the right rear wheel to lock. Pulling on the brake release would not, according to the shop, unlock the wheel. Allegedly, if there is enough slack in the cable, there is a possibility of it becoming snagged on the bracket when traveling on a rough road. The vehicle was still under warranty and was therefore returned to the dealership for service.

FMVSS 121 ANTI-LOCK BRAKE INVESTIGATION OPENED

An investigation was recently opened by the NHTSA on alleged failures in the wiring harness used ta connect the rear wheel speed sensor to the FMVSS anti-lock computer module on certain Ford trucks. The vehicles in question are all Ford Motor Company vehicle series B, C, F, L, W and CL for model years 1975 through March 6, 1978. The case (ODI Case No. C8–26) was opened based upon a petition by the Palmer Transportation Company and information furnished by the Wilson Freight Campany.

The wiring harness transmits electrical voltage signals from the wheel speed sensors to the brake anti-lock computer module. Allegedly, the manufacturer's design does not secure the harness to keep it from flexing during vehicle movement. Flexing apparently causes the wire in the harness to fail. Complete failure or an intermittent open circuit could cause the anti-lock system to be inoperative on the affected axle.

A malfunction should cause the anti-lock warning light to illuminate, warning the driver. This type of malfunction could cause erratic operation of the brake system due to irregular electrical signals from the wheel speed sensor. This could, in turn, cause the driver to have problems with vehicle control.

Propane Fuel Systems

The NHTSA is seeking information relating to failure and/or malfunction of propane fuel systems used in motorcoaches, normally operated by municipalities or transit districts, that have caused fires, accidents, injuries or property damage.

LEVERS

The NHTSA has received three reports of the turn signal/dimmer switch/cruise control lever breaking off on 1978 Chevrolet Caprices. Reports of similar failures on late madel GM vehicles with cruise control would be of interest.

Chuck Braderick af AUTOMOTIVE CITY SERVICE CENTER, San Francisco, halds his first Certificate af Appreciatian as an autstanding participant in the Parts Return Pragram. Said Broderick, "We at Autamative City are praud ta be a part af this warthwhile pragram and will cantinue ta cantribute."

OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months the participant has sent in components and information. New members who have just become active in the PRP for this year (July 1977 to June 1978) are identified with an asterisk before their name. This month, 13 members become new active participants and five have sent in components or information in consecutive months. We need more active participants. Put your establishment on the map today!

REGION 5

FELD GARAGE, INC.
Kenosha, WI

* FRENCHY'S SERVICE STATION
Duluth, MN

* MINNESOTA GAS COMPANY
Minneapolis, MN

WISCONSIN DEPARTMENT OF TRANSPORTATION
Madison, WI

REGION 8

* DESERT HILLS PHILLIPS 66
Las Vegas, NV

* DOC'S AUTO REPAIR
Mesa, AZ

DUNCAN'S AUTO REPAIR
Phoenix, AZ

(2) JOHN'S GARAGE
Nampa, ID

REGION 9

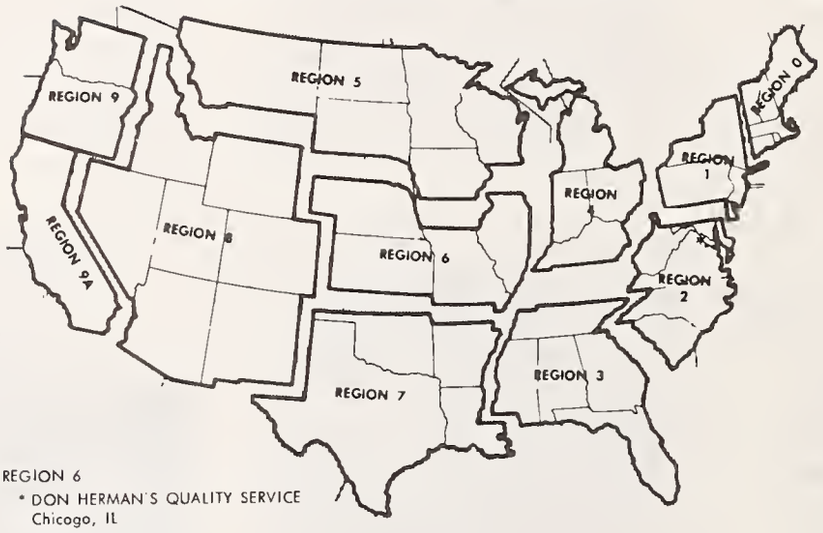
(3) CHUCK AND WAYNE'S GARAGE
Eugene, OR

L.A.D. AUTO ELECTRIC
Spokane, WA

REGION 9a

AUTOMOTIVE CITY SERVICE CENTER
San Francisco, CA

* JASON'S AUTO PARTS
Van Nuys, CA



REGION 0

FAIRVIEW SERVICE STATION
Lakeside, CT

(2) FRANK'S FRONT END SERVICE
Manchester, NH

(10) HARRY'S AUTO SERVICE
Great Barrington, MA

REGION 1

A. RUTH'S GARAGE
Colonie, NY

* KOLESNIK'S SERVICE STATION
Rochester, NY

REGION 2

(10) AUTO BRAKE CORPORATION
Norfolk, VA

* UNIVERSAL IMPORTS
Rockville, MD

REGION 3

* IKE'S AUTOMOTIVE MAINTENANCE
Montgomery, AL

REGION 6

* DON HERMAN'S QUALITY SERVICE
Chicago, IL

* HIGHLAND CREST 66
Kansas City, KS

* STEEL'S GARAGE
Rockford, IL

* TIM'S IMPORT SALES AND SERVICE
Hutchinson, KS

REGION 7

* MOONEY'S WHEEL ALIGNMENT AND BRAKE SERVICE
Oklahoma City, OK

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parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 11 June 1978

FORD RECALLS PINTO FUEL SYSTEMS

Ford Motor Co. has agreed to recoll some 1.5 million Pinto and 30,000 Mercury Bobcat passenger cars to correct two aspects of their fuel system design, which can cause fires in the event of a rear-end collision. The cars involved in the recall are all 1971–1976 Pintos and 1975–1976 Bobcats, except station wagons.

An investigation conducted by the National Highway Traffic Safety Administration (NHTSA) revealed that low to moderate speed reor-end collisions of the Pintos produce massive fuel leaks due to puncture or teoring of the fuel tank and separation of the filler pipe from the tank. Although the investigation centered on the Pinto, informotion received from Ford Motor Co., indicated that Mercury Bobcots have basically the same fuel systems and could thus be subject to the some problem.

A Federal Motor Vehicle Safety Standard for fuel systems integrity (FMVSS 301) become effective in September 1976 ond established minimum performance levels in rear-end collisions. The fuel system of the 1977 and later model Pintos and Bobcats was redesigned, ond a 1977 Pinto was tested and met the requirements of Standard 301.

Upon confirmation of the agency's findings, Ford agreed to recoll all the cars and to remedy the condition free of charge to owners. Owners of the affected vehicles will be notified by the manufacturer and advised when to bring their vehicles in for repair.

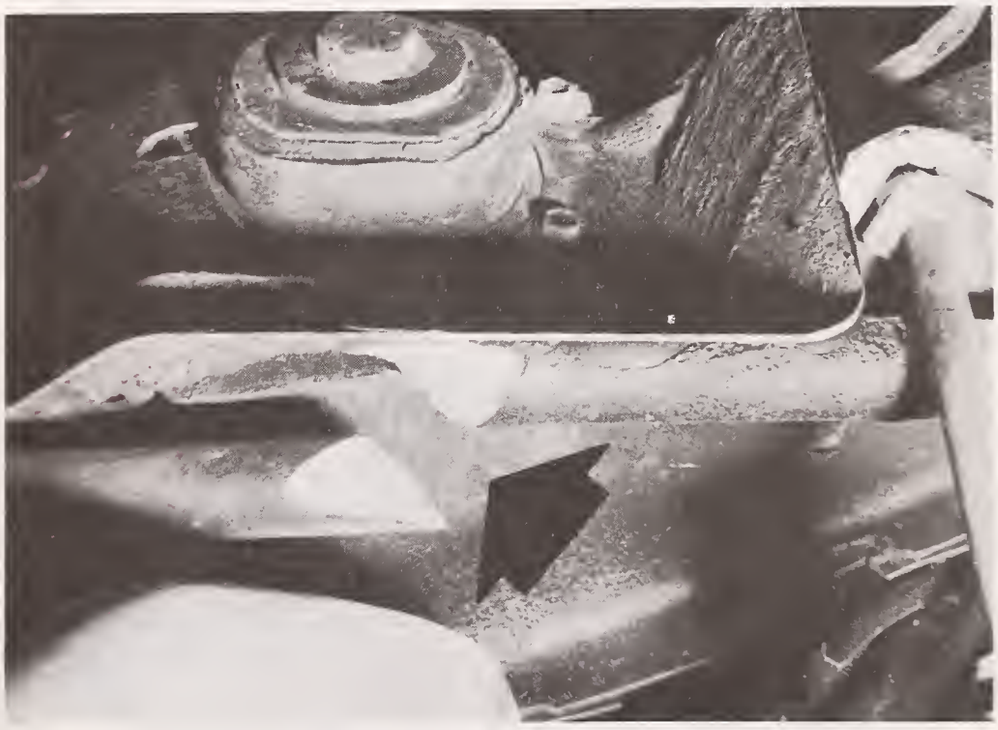
CHEVETTES

In a related development, the NHTSA hos announced that the 1977 Chevrolet Chevette fails to comply with Standard 301. Five tests which were conducted on the 1977 Chevette produced evidence that in a 30 mile per hour rear-end impact, the vehicle's fuel system is not secure from rupture and leakage. Generol Motors has made design changes in its 1978 Chevette fuel system. The NHTSA crash tested a 1978 model and found that it complied with Standard 301.

REPORTS OF BRAKE PROBLEMS IN 1977 DODGE VANS

Two program participants recently notified the PRP about a recurrent problem in the brake systems of 1977 Dodge B–200 ond B–300 vans. The service manogers of Volvo of Woshington, D.C. ond B. W. Riley Front End and Alignment Shop, Springfield, Virginio report that the front broke pistons hove become frozen in their calipers, cousing wheel lockup when

(continued on page 2)



The photo above wos token by the maintenonce department of the City of Greensboro, North Corolina. The orrow shows a cracked torsion bar on a 1977 Dodge Monaco with 7,302 miles. According to the maintenance department, the vehicle was placed in service on March 8, 1978, was not involved in an accident, and did not hit anything solid to couse the torsion bar breokoge.

BRAKES—*(con't from page 1)*
the brakes are applied. In the case of the Dodge vans involved, the brake pistons are reportedly made of a lightweight metal alloy anodized with a surface material similar to teflon. This coating is non-corrosive. According to one shop, however, it appears that heat buildup within the caliper can cause the piston to expand. Such expansion inhibits piston travel within the caliper, a scuffing action occurs, gradually exposing the metal alloy base. This reportedly allows corrosion to set in and eventual piston freeze-up.

In a related case, the NHTSA is currently investigating a front brake problem in 1973–1977 Dodge van models B–300, MB–300, CB–300, MB–400 and CB–400 which involves the deterioration of the steering mechanism stops. This deterioration permits the front wheel to turn too far, producing a caliper "knockback" condition, thus impairing brake performance.

V6 Stalling

The NHTSA has received reports alleging stalling problems in some General Motors V6 engines. Any information concerning stalling or incidents resulting from stalling of vehicles with these engines is being sought by the PRP.

The TECHNICIAN TRAINING SCHOOL, McKees Rocks, Pennsylvania, forwarded to the PRP the photo shown above. The arrow indicates a missing frame bolt on the left rear of a 1978 Plymouth Trail Duster. According to the school, the vehicle was delivered with three out of the four front frame bolts missing and three out of the four rear frame bolts missing. The problem was reportedly noticed when the vehicle was taken out of service because of adverse body sway.

SUMMARY OF SOME SIGNIFICANT SAFETY STANDARDS

As mandated by the National Traffic and Motor Vehicle Safety Act of 1966, the first federal motor vehicle safety standards became effective on vehicles manufactured on or after January 1, 1968. Each standard is a minimum standard for motor vehicle or equipment performance which is practicable and meets the need for motor vehicle safety. A selection of standards follows:

- Standard 105: Hydraulic brake systems.
- Standard 108: Lamps, reflective devices and associated equipment.
- Standard 109: New pneumatic tires for passenger cars.
- Standard 110: Tire selection and rims for passenger cars.
- Standard 115: Vehicle Identification Number.
- Standard 116: Hydraulic brake fluids.
- Standard 121: Air brake systems for trucks, buses and trailers.
- Standard 124: Accelerator control systems.
- Standard 201: Occupant Protection in Interior Impact.
- Standard 208: Occupant Crash Protection.
- Standard 214: Side door strength.
- Standard 215: Exterior Protection.
- Standard 216: Roof crush resistance.
- Standard 301: Fuel System Integrity.

THE FORUM

J. GARTNER'S AUTO SERVICE, Chicaga, Illinais, has submitted photas af a leaking fuel tank in a 1972 Dodge Dart with 25,698 miles. The fuel tank is lacated under the spare tire well in the trunk af the vehicle. Both the tank and the spare tire well rusted, allowing gas ta enter the trunk. The prablem was discovered by the shap befare any accident resulted.

The equipment divisian of HENNEPIN COUNTY, MINNESOTA, reparts a split fan pulley in a 1978 Ford F–100 pickup truck with 648 miles. The pulley split campletely and rubbed a hole in the timing gear caver. A similar prablem was noted in a 1977 Fard LTD by the COUNTY OF DALLAS, TEXAS (See PRP *News*, March, 1978).

VANOWEN BRAKE AND WHEEL, North Hallywaad, California has farwarded ta the PRP phatas af the left upper cantral arm and shaft sleeve fram a 1978 Chevralet Chevette with 3,005 miles. The welds holding the shaft sleeve ta the crossmember brake off, creating a patentially dangerous situation. Any further observations on this prablem wauld be appreciated.

PUGET SOUND POWER AND LIGHT COMPANY, Rentan, Washingtan, reports a prablem with Wagner Lockheed master cylinders installed an new 1977 Fard F600 medium trucks. The rubber cups an twa different cylinders repartedly swelled and seized in the bare, resulting in the failure af the brakes to release. Mileages were 67 and 72 miles respectively.

AUTO HOSPITAL, Lincaln, Nebraska, has infarmed the PRP af a potential hazard in statian wagons equipped with side-maunted fuel tanks. These tanks are positioned in the quarter panel, and an inductian weld seam runs langitudinally around each tank. On normal passenger cars this weld is lacated laterally alang the center af the tank. Allegedly, when the tank is inductian welded, the accompanying heat destroys the lead rust-inhibiting coating all alang the seam. In the case of the statian wagan, the seam is subject ta corrosian due ta water settling in the system. Serious gas leakage cauld result, creating the possibility af a fire or explosion.

Chevette Shifters

Recently the PRP received a report alleging gear shift lever breakage on standard transmissian Chevettes. The NHTSA files cantain a number of similar complaints indicating a possible problem. Let the PRP knaw if yau have seen a shift-lever failure on these vehicles.

VOLVO RECALLS 1975 MODELS

Volvo of America has recalled 45,000 of its 1975 madel 240 series far carrection of a defect that may result in a sticking accelerator pedal ar a sudden increase in engine speed.

The NHTSA, which directly influenced this recall, said that the vehicles are ta be corrected by replacement of those throttle cables made of a material which has experienced a short life span and by installation of a limiting bracket. The campany will alsa valuntarily install an impraved throttle return spring on all of these vehicles.

TELEPHONE CALLS: We want yaur camments . . . On patential defects . . . On the newsletter . . . On the pragram . . . CALL US COLLECT at (703) 527–4500. Ask for the Parts Return Pragram.

Staff af L.A.D. Electric, Spokane, Washingtan, recipients af 1978 Certificate af Appreciatian far autstanding participation in the Parts Return Program.

OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months the participant has sent in components and information. New members who have just become active in the PRP for this year (July 1977 to June 1978) are identified with an asterisk before their name. This month, 23 members became new active participants and four have sent in components or information in consecutive months. We need more active participants. Put your establishment on the map today!

REGION 5

CLEMENS AUTO REPAIR
Racine, WI

DES MOINES COMMUNITY COLLEGE
Ankeny, IA

DOLLAR RENT-A-CAR
Sioux City, IA

* FAIRCHILD'S SERVICE
Minneapolis, MN

FRERICH'S GARAGE
Sioux City, IA

* HENNEPIN COUNTY MAINTENANCE
Hennepin County, MN

* TOMMY'S AUTO REPAIR
Sioux City, IA

REGION 8

DUNCAN'S AUTO REPAIR
Phoenix, AZ

S & D TIRE AUTO CENTER
Salt Lake City, UT

REGION 9

* DOYLE AUTOMOTIVE SERVICE
Seattle, WA

* PUGET SOUND POWER AND LIGHT COMPANY
Renton, WA

REGION 9a

* A & E AUTOMOTIVE SERVICE
Fresno, CA

(2) AUTOMOTIVE CITY SERVICE CENTER
San Francisca, CA

* SEQUOIA AUTOMOTIVE INST.
Sunnyvale, CA

VANOWEN BRAKE AND WHEEL
North Hollywood, CA

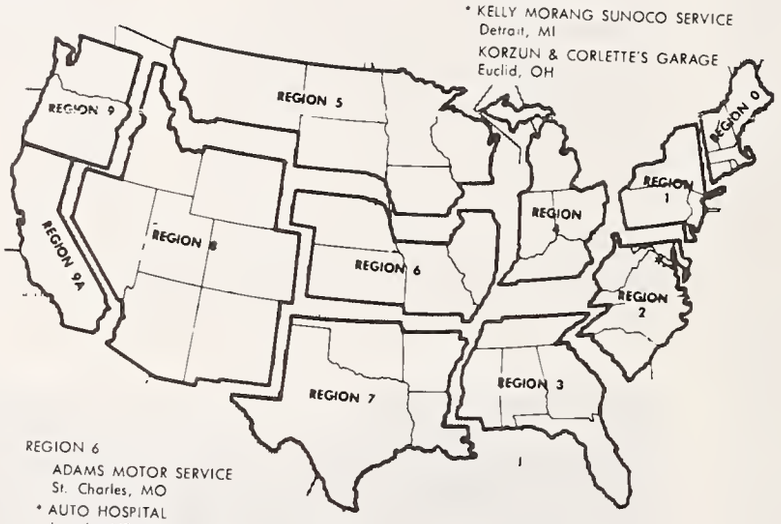
REGION 4

* BOB'S SERVICE STATION
Hammond, IN

* EVAN'S BRAKE & TIRE SERVICE
Cleveland, OH

* KELLY MORANG SUNOCO SERVICE
Detroit, MI

KORZUN & CORLETTE'S GARAGE
Euclid, OH



REGION 6

ADAMS MOTOR SERVICE
St. Charles, MO

* AUTO HOSPITAL
Lincoln, NE

J. GARTNER'S AUTO SERVICE
Chicago, IL

SCIENTIFIC PRODUCTS
McGaw Park, IL

THE CAR SHOP
Chicago, IL

REGION 7

* LAWRENCE GARAGE
Irving, TX

REGION 3

* AUTO SAFETY SERVICE, INC.
Ookland Park, FL

RED IVEY'S AUTOMOTIVE SERVICE
Atlanta, GA

STATE OF FLORIDA DEPARTMENT OF GENERAL SERVICE
Tallahassee, FL

REGION 0

* BABEI'S SERVICE
Manchester, NH

CRANE AUTO REPAIR
Bricktown, NJ

(11) HARRY'S AUTO SERVICE
Great Barrington, MA

NASH ROAD MOTORS
New Bedford, MA

REGION 1

(2) A. RUTH'S GARAGE
Colonie, NY

BASILE'S EXXON
Fairview Village, PA

* BUREAU OF MOTOR VEHICLES
Lancaster, PA

* DIETERT'S AUTOMOTIVE CENTER
Wilmington, DE

* GOTHAM AUTO LEASE
New Rochelle, NY

* SASSAMAN AND BURDEN AUTO SERVICE
Temple, PA

* TECHNICIAN TRAINING SCHOOL
McKees Rocks, PA

* W & S SERVICE, INC.
Wilmington, DE

WOODY'S GARAGE
Mantoursville, PA

REGION 2

* ARCHIE'S AUTO SERVICE
Glen Ellyn, VA

(11) AUTO BRAKE CORPORATION
Norfolk, VA

* AUTOHAUS, INC.
Herndon, VA

B. W. RILEY FRONT END AND ALIGNMENT SHOP
Springfield, VA

* CITY OF GREENSBORO
Greensboro, NC

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SORTED BY COMPONENT,MODEL,MDL YR

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30028	P04477	A	780509	01000000	STEERING ASSEMBLY 76 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	34	C	058401	003103010
					WORN LOOSE - NOT SPECIFIC.					
20019	P02803 E50011	A	770713	01110000	STEERING WHEEL-HANDLEBAR 70 000404 OLDSMOBILE	0300 F-85	03	C	000000	063123002
					WHEEL IS CRACKED AT SPOKES BY OUTER RIM - EXTENDS THRU PLASTIC & METAL					
	P84459	A	780411	01110000	STEERING WHEEL-HANDLEBAR 75 150301 FIAT DIVISION	0400 128	76	C	015000	094110116
					STEERING WHEEL BUCKED FOR NO APPARENT REASON					
10019	P03116	A	771209	01120000	STEERING COLUMN 74 000203 PLYMOUTH	0600 VALIANT	21	C	000000	008723101
					THREE OF FOUR SCREWS WHICH HOLD ASSEMBLY BROKE,FOURTH IS MISSING. WHEEL CAME LOOSE.					
40005	P03678	A	780227	01150000	STEERING COLUMN SHAFT-UPPER 72 000407 CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN	34	C	083589	023513001
					JOINT HAS GREASE PITTING BUT IS POORLY LUBRICATED BEARINGS SHOW SOME WEAR SHOP STATES BEARING WORN CAUSING LOOSE STEERING					
10019	P03118	A	771214	01160000	STEERING COLUMN COUPLING 74 000301 FORD DIVISION	0700 THUNDERBIRD	28	C	060410	023230031
					FLANGE TO SHAFT BROKE					
40007	P02944	A	770923	01160000	STEERING COLUMN COUPLING 76 000302 LINCOLN	0102 CONTINENTAL	44	C	000000	90027113
					RUBBER PORTION OF COUPLER TORN, ACTION IS LOOSE					
40002	P03003	A	771020	01160000	STEERING COLUMN COUPLING 74 000303 MERCURY	0100 CAPRI	34	B	000000	054911002
					RUBBER COUPLING SEEMS SLIGHTLY WEAK - VEHICLE SHIMMY					
40002	P03002	A	771020	01160000	STEERING COLUMN COUPLING 74 000303 MERCURY	0100 CAPRI	34	B	094757	054911002
					RUBBER COUPLING SEEMS WEAK - VEHICLE SHIMMY - #73E83K708A341385					

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50033	P04488	A	780507	01210000	MANUAL STEERING GEAR BOX 73 000203 PLYMOUTH	0601 VALIANT DUSTER	79	C	105749	075060155
					EXCESSIVE FORCE CAUSED END OF STEERING GEAR BOX TO BREAK CAUSING LOSS OF STEERING.					
20008	P03909	A	780209	01220000	POWER STEERING GEAR BOX 00 000101 AMERICAN MOTORS DV	0600 JAVELIN	21	C	043267	053140014
					THREE BOLTS BROKEN OFF ATTACHING PLATE FOR POWER STEERING BOX					
50043	P03051	A	771102	01220000	POWER STEERING GEAR BOX 00 000302 LINCOLN	0000 LINCOLN	14	C	034000	090027113
					RUBBER PORTION OF FLEX- STEER. COUPLING DETERIORATED. HYD. POWER BOOST LEAKED FLUID ON COUPL & CONVERT. CAUSING COUPLER TO BURN OUT					
50010	P02884	A	770802	01220000	POWER STEERING GEAR BOX 75 000305 FORD TRUCK DIV	5115 F350	28	B	008570	022015144
					WORM GEAR HOUSING CRACKED AFTER HITTING CURB AT LOW SPEED					
	P83183	A	780104	01220000	POWER STEERING GEAR BOX 76 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	11	C	048000	012225099
	A7006				MACHINE BOLTS SHEARED OFF. BOLTS HOLD STEERING GEAR TO FRAME.					
50002	P02904	A	770906	01220000	POWER STEERING GEAR BOX 74 000401 BUICK	0406 ELECTRA LIMITED	32	C	072943	023181002
					POWER STEERING GEAR BOX IS CRACKED AT SNAP RING AT END PLATE. HOUSING IS CRACKED 160 AROUND CIRCUMFERENCE					
20002	P04484	A	780517	01230000	UNKNOWN TYPE STEERING,GEAR BOX 74 000301 FORD DIVISION	0800 TORINO	34	C	050634	033308038
					SHOP STATES BROKE LOOSE CAUSING PLAY IN STEERING.					
50036	P03948	A	780308	01230000	UNKNOWN TYPE STEERING,GEAR BOX 75 000403 CHEVROLET	0000 CHEVROLET	44	C	021200	060626115
					EXTERIOR APPEARS DIRTY AND SHOWS SOME WEAR BUT NO APPARENT DEFECT,SUSPECT INTERNAL MALFUNCTION,EXCESSIVE PLAY.					
10019	P03104	A	771205	01231000	UNKNOWN TYPE STEERING,SHAFT-LOWER WORM 77 000204 DODGE TRUCK DIV	5308 TRADESMAN VAN	28	C	000000	054912002
					BALL BEARINGS SPLIT - CAUSED STEERING LOSS					

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20008	P03945	B	780308	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR		28	C	061230	091605014
					70 000203 PLYMOUTH	0600 VALIANT				
					THREADED END OF SHAFT IS BROKEN OFF.TEETH ON GEAR SHOW WEAR.					
20008	P03683	A	780227	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR		28	C	015660	008109100
					76 000301 FORD DIVISION	0300 LTD				
					CENTER TOOTH OF STEERING PITMAN SHAFT SECTOR BROKE OFF					
10004	P03927	A	780313	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR		28	C	006800	024153006
					68 000402 CADILLAC	0300 ELDORADO				
					SECTOR ARM BROKEN ON END WHICH FITS ON SECTOR SHAFT.					
50008	P04432	A	780405	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR		20	C	008420	061104162
					77 000403 CHEVROLET	0000 CHEVROLET				
					ONE BOLT MISSING,IMPROPERLY INSTALLED,MISSING BOLT PLACED EXCESSIVE STRAIN ON REMAINING BOLTS,BOLTS BROKE.					
50000	P02908	A	770915	01300000	STEERING POWER ASSIST		28	C	020179	076012007
					77 000303 MERCURY	0600 MONARCH				
					HOLE IS WORN THROUGH VALVE BODY CASING FROM CHAFFING WITH TIE ROD SLEEVE					
40002	P03671	B	780210	01300000	STEERING POWER ASSIST		28	C	001357	D40216035
					77 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
					INSIDE PORTION OF PULLEY WHERE THE BELT TRACKS SPLIT AND SEPERATED					
40003	P03671	A	780210	01310000	STEERING POWER ASSIST-PUMP		28	C	001352	D40216035
					77 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
					INSIDE PORTION OF PULLEY WHERE THE BELT TRACKS SPLIT AND SEPERATED FRO M THE PULLEY					
	P83099	A	771207	01310000	STEERING POWER ASSIST-PUMP		03	C	067480	P52001041
					74 000305 FORD TRUCK DIV	5201 E100 CARGO VAN				
					THE BOLTS AND BRACKETS ON THE POWER STEERING ASSEMBLY HAVE BROKEN 5 TIMES BRACKET THAT IS ATTACHED PUMP TO ENGINE IS DEFECTIVE					
50043	P03052	A	771103	01310000	STEERING POWER ASSIST-PUMP		28	B	000000	008723101
					76 000401 BUICK	9900 BUICK UNKNOWN				
					INTERNAL CASTING STRUCTURE BROKE AT REAR SNAP RING LOCATION SHAFT IS ALSO BROKEN					

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50036	P04751	A	780619	01310000		STEERING POWER ASSIST-PUMP		44	C	040000	068510002
					75	000402 CADILLAC	0000 CADILLAC				
						NO APPEARANT EXTERNAL DEFECT,SHOP STATES SHAFT BUSHING WORN OR BLEW FRONT SEAL.					
30019	P04711	A	780609	01310000		STEERING POWER ASSIST-PUMP		15	C	060000	076012007
					74	000402 CADILLAC	0101 CADILLAC DE VILLE				
						SHOP STATES-VALVE BECAME INSENSITIVE TO NUETRAL POSITION,WOULD CONTINUE TO PULL UNLESS OPPOSITE PRESSURE APPLIED AT WHEEL.				
20014	P04440	A	780417	01310000		STEERING POWER ASSIST-PUMP		15	C	027073	033316118
					75	000402 CADILLAC	0101 CADILLAC DE VILLE				
						C CLIP CAME OFF END OF SHAFT ALLOWING SHAFT TO DISENGAGE FROM PUMP, THIS CAUSED LOSS OF POWER STEERING.				
30000	P02851	A	770808	01310000		STEERING POWER ASSIST-PUMP		28	B	000000	055406051
					70	000407 CHEVROLET TRUCK DV.	6500 TRUCK AND VAN UNK				
						P/S PUMP PULLEY SPLIT APART AT "V" - BROKEN POWER STEERING					
50043	P03057	A	771104	01330000		STEERING POWER ASSIST-HOSE,FLUID		03	C	038658	053405004
					74	000301 FORD DIVISION	0300 LTD				
						HOSE SEPARATED FROM METAL AT CRIMP FITTING ADDITONAL ID NO 2363A 264E					
50026	P03924	A	780313	01330000		STEERING POWER ASSIST-HOSE,FLUID		28	C	032901	055406067
					76	000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
						HOSE RUPTURED ALLOWING LOSS OF POWER STEERING FLUID RESULTING IN LOSS OF POWER BRAKES AND POWER STEERING,REST OF ID NUMBER A0756				
50038	P04646	A	780501	01330000		STEERING POWER ASSIST-HOSE,FLUID		08	C	095287	068510001
					74	000301 FORD DIVISION	0313 GALAXIE 500				
						HOSE SERATED AT COUPLING,NOT ENOUGH CRIMP TO KEEP HOSE SECURE.					
40000	P04424	A	780405	01330000		STEERING POWER ASSIST-HOSE,FLUID		03	C	003365	F55419121
					77	000301 FORD DIVISION	0400 MAVERICK				
						HOSE APPEARS NOT INSERTED INTO METAL FITTING SECTION FAR ENOUGH CAUSING HOSE AND COUPLING TO SEPERATE.				
30015	P03677	A	780227	01330000		STEERING POWER ASSIST-HOSE,FLUID		32	C	061107	063301003
					73	000302 LINCOLN	0000 LINCOLN				
						HOSE IS CRACKED IN A FEW PLACES AND FRAYED AT THE END LEAKS NEAR CENTE THE REST OF ID NUMBER INCHEBG12112A					

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20002	P04654	A	780512	01330000	STEERING POWER ASSIST-HOSE,FLUID 74 000305 FORD TRUCK DIV	5212 E150 WIN/DIS	32	C	074500	019560055
					HOSE MOVING IN CONTACT WITH STEERING CYLINDER WEARING A HOLE IN THE CYLINDER CAUSING A LEAK.HOSE APPEARS TO BE IN GOOD CONDITION.					
	P82893	A	770827	01330000	STEERING POWER ASSIST-HOSE,FLUID 76 000402 CADILLAC	0000 CADILLAC	21	C	000000	019020002
					SHOP REPORTS HOSES SPLIT AT METAL FITTINGS, SOMETIMES BLOWING APART					
10019	P03105	A	771202	01330000	STEERING POWER ASSIST-HOSE,FLUID 77 000404 OLDSMOBILE	0100 CUTLASS	32	C	027147	048152049
					HOSE LEAKS AT CRIMP FITTING					
20011	P04474	A	780512	01330000	STEERING POWER ASSIST-HOSE,FLUID 77 000404 OLDSMOBILE	0109 CUTLASS SUPREME	32	C	026282	F51110044
					FAN BELT RUBBED HOSE UNTIL HOSE RUPTURED.RUB STARTED HIGHER UP THEN HOSE MOVED AND WORE THROUGH AT ANOTHER PLACE.					
50036	P04746	A	780619	01330000	STEERING POWER ASSIST-HOSE,FLUID 75 000406 GMC TRUCK DIV	5800 C&M SERIES	28	C	041823	F55419121
					A SPOT ON HOSE IS WORN TO THE INNER FIBERS.SHOP STATES HOSE RUBBING AGAINST INNER FENDER PANEL.LOSS OF POWER ASSIST.ID-7038.					
50036	P04731	A	780629	01400000	STEERING GEAR,RACK AND PINION 73 150301 FIAT DIVISION	0401 128SL COUPE	79	C	034554	067501001
					SHOP STATES RACK & PINION STEERING UNIT WAS NOT LUBRICATED FROM FACTORY.STEERING 'WENT OUT' WHILE DRIVING CAR.					
50036	P04731	B	780629	01400000	STEERING GEAR,RACK AND PINION 73 150301 FIAT DIVISION	0401 128SL COUPE	13	C	034554	067501001
					BEARING APPEARS DRY AND DIRTY.SHOP STATES LACK OF LUBRICATION.					
	P83126	A	771206	01430000	STEERING GEAR,RACK 74 000303 MERCURY	0100 CAPRI	34	C	000000	012601016
					SHOP STATES LOCKS ON RACK RETAINER BOLTS DON'T WORK. BOLTS BACK OUT CAUSING RACK TO BECOME LOOSE.RUBBER MOUNTS MAY BE SHRINKING					
50023	P03445	A	780130	01510000	STEERING LINKAGES-ARM,PITMAN 77 000202 DODGE	0600 MONACO	34	C	016000	F32304114
					NO RUBBER BOOT OVER BALL JOINT,VERY LITTLE LUBRICANT IN JOINT,AND JOINT HAS EXCESSIVE PLAY IN ALL DIRECTION.					

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30023	P03446	A	780130	01510000		STEERING LINKAGES-ARM,PITMAN		34	C	022000	F32304114
					77	000202 DODGE	0600 MONACO				
						NO BOOT OVER BALL JOINT,VERY LITTLE LUBRICANT,JOINT HAS EXCESSIVE PLAY WHICH WILL CAUSE LOOSNESS IN FRONT END,S # 416080G326215.				
50041	P03893	A	780227	01510000		STEERING LINKAGES-ARM,PITMAN		03	C	082743	F45 22507
					74	000204 DODGE TRUCK DIV	5708 D300 CREW CAB 4X2				
						FRACTURED NEAR THE COUNTERSUNK AREA FOR THE AFT BOLT VISUAL INSPECTION SHOWS FAILURE WAS DUE TO FATIGUE					
50012	P02983	A	771012	01510000		STEERING LINKAGES-ARM,PITMAN		53	B	027025	014607007
					72	000301 FORD DIVISION	0300 LTD				
						PITMAN ARM IS RUSTED BUT SPLINES ARE IN GOOD CONDITION					
50043	P03043	A	771027	01510000		STEERING LINKAGES-ARM,PITMAN		03	C	086315	090027012
					69	000301 FORD DIVISION	0700 THUNDERBIRD				
						PITMAN ARM BROKEN AT SPLINE WHERE IT JOINS TO PITMAN SHAFT					
50045	P03085	A	771121	01510000		STEERING LINKAGES-ARM,PITMAN		03	C	070000	090405016
					72	000302 LINCOLN	0200 MARK IV				
						TAPERED STUD FOR CENTER LINK CONNECTION BROKEN NEAR BASE					
	P83144	A	771214	01520000		STEERING LINKAGES-LINK,DRAG-CONNECTION		34	C	021000	044114014
					76	000305 FORD TRUCK DIV	5203 E100 WINDOW VAN				
						DRAG LINK HAS LOOSE END, ALSO REPLACED TIE ROD END AND SLEEVE, REPLACEMENT PART D5023304A, NO PART RECEIVED.					
10001	P03143	A	771214	01520000		STEERING LINKAGES-LINK,DRAG-CONNECTION		34	C	024471	044114014
					76	000305 FORD TRUCK DIV	5203 E100 WINDOW VAN				
						BALL STUD SOCKET END OF DRAG LINK ASSEMBLY IS LOOSE.					
30000	P04655	A	780512	01520000		STEERING LINKAGES-LINK,DRAG-CONNECTION		08	C	074500	019560055
					74	000305 FORD TRUCK DIV	5212 E150 WIN/DIS				
						PRESSURE HOSE WRAPPED WITH METAL COVERING,IMPROPERLY ADJUSTED,RUBBED AGAINST CONTROL CYLINDER,WEARING THROUGH CAUSING LEAK.					
50042	P03028	A	771025	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	000000	083651021
					00	000000 UNKNOWN	0000 UNKNOWN				
						IDLER ARM IS LOOSE IN THE FRAME BRACKET EXCESSIVE PLAY, TAG NOT READABLE					

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50040	P04695	A	780609	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 73 000101 AMERICAN MOTORS DV 0500 HORNET IDLER ARM FROZE AT BUSHING FROM RUST AND LACK OF LUBRICATION.	15	C	035143	014607007
50040	P03905	A	780227	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 69 000203 PLYMOUTH 0402 FURY II BOOT HAS BEEN TORN OFF FROM AROUND STUD STUD IS VERY LOOSE	44	C	000000	077640085
10005	P03945	C	780308	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 70 000203 PLYMOUTH 0600 VALIANT STUD IS VERY LOOSE AND POORLY LUBRICATED,DUST BOOT IS MISSING.	57	C	061230	091605014
	P84729	A	780320	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 00 000301 FORD DIVISION 0000 FORD DIVISION IDLER ARM BRACKET TEARS LOOSE ON 1968-74 FULL & INTERMEDIATE FORDS.	21	C	000000	050021001
30022	P03935 C8004	A	780313	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 69 000301 FORD DIVISION 0000 FORD DIVISION IDLER ARM FRAME END BUSHING SIEZED AND TORE OUT BOLTS FROM FRAME.	21	C	000000	063109035
30000	P02836	A	770727	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 70 000301 FORD DIVISION 0000 FORD DIVISION EXCESSIVE PLAY AT ARM/BRACKET BUSHING	34	C	000000	055406051
DOT1	P02886 E50011	A	770725	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 70 000301 FORD DIVISION 0000 FORD DIVISION BUSHING AT IDLER ARM/FRAME BRACKET FROZE - ARM AND BRACKET RIPPED AWAY FRAME	09	B	061358	053511008
10005	P03933	A	780308	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 64 000301 FORD DIVISION 0200 FALCON RUBBER INSERT BECAME UNFASTENED TO INNER BUSHING.	11	C	078043	017754007
40007	P04480	A	780517	01530000	STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 70 000301 FORD DIVISION 0300 LTD BUSHING IN IDLE ARM COMPLETELY WORN OUT.	34	C	103000	001230005

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50038	P04645	A	780501	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 72 000301 FORD DIVISION IDLER ARM FROZE MOUNT CONTINUED PRESSURE RIPPED MOUNT OUT OF FRAME	0307 LTD CNTRY SQUIRE	09	C	052721	050021021
30029	P04658	A	780509	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 74 000301 FORD DIVISION WORN BUSHINGS,APPEARS NO LUBRICATION OR VERY LITTLE.	0400 MAVERICK	34	C	057169	053405004
50040	P04690	A	780609	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 00 000301 FORD DIVISION IDLER ARM FROZE AT BUSHING AND PULLED AWAY FROM THE FRAME.	9900 FORD UNKNOWN	08	C	000000	055423002
50040	P04689	A	780609	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 00 000301 FORD DIVISION IDLER ARM FROZE AT BUSHING AND PULLED AWAY FROM THE FRAME.	9900 FORD UNKNOWN	08	C	000000	055423002
30003	P02927	A	770907	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 66 000301 FORD DIVISION EXCESSIVE PLAY AT IDLER ARM-BRACKET BUSHING	9900 FORD UNKNOWN	34	C	000000	055406051
50040	P04694	A	780609	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 70 000303 MERCURY IDLER ARM FROZE AT BUSHING FROM RUST AND LACK OF LUBRICATION.	0200 COMET	15	C	000000	014607007
50044	P03066	A	771110	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 75 000401 BUICK IDLER ARM IS FROZEN GREASE FITTING IS MISSING ADDITONAL ID NO 67A	0200 SKYHAWK	28	C	024552	039501021
20021	P04485	A	780517	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 77 000401 BUICK IDLER ARM FROZEN FROM LACK OF GREASE,GREASE FITTING APPEARS TO BE BLOCKED,IDLER ARM RIPPED OUT OF FRAME.	0305 CENTURY REGAL	09	C	010400	044132015
50012	P02996	A	771019	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT 72 000401 BUICK IDLER ARM FROZEN ON MOUNT BRACKET - 6TH CASE	0700 SKYLARK	14	B	000000	044132015

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40008	P04478	A	780517	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		09	C	015270	044110013
					77	000402 CADILLAC	0400 SEVILLE				
						APPEARS IDLER ARM FROZEN FROM LACK OF GREASE,RIPPED LOOSE FROM FRAME					
20020	P02814	A	770701	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		44	B	014151	039501021
					74	000403 CHEVROLET	0000 CHEVROLET				
						CLAIMS EXCESSIVE SLACK - BUSHING AT BRACKET IDLER ARM IS FROZEN					
20021	P02831	A	770803	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		44	B	029000	039501021
					75	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						#GMT18A BUSHING IS FROZEN AT BRACKET					
20010	P04220	A	780321	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		03	C	000000	008611102
					74	000403 CHEVROLET	0312 IMPALA				
						ARM BROKEN AT JOINT,BROKE AT A POT HOLE.					
50040	P04691	A	780609	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		08	C	000000	055423002
					72	000404 OLDSMOBILE	0100 CUTLASS				
						IDLER ARM FROZE AT BUSHING AND PULLED AWAY FROM THE FRAME.					
40005	P03444	A	780130	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		57	C	016316	039501021
					75	000404 OLDSMOBILE	0100 CUTLASS				
						SHOP STATES IDLER ARM WORN OUT,VISUAL INSPECTION SHOWS NO EXCESSIVE PLAY AND IS NOT FROZEN,HAS GREESE FITTING AND WELL LUBRICATED.					
30004	P04427	A	780405	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		09	C	025897	060609076
					76	000405 PONTIAC	0200 GRAND PRIX				
						IDLER ARM COMPLETELY DRY,NO APPEARANCE OF HAVING BEEN LUBED,SHOP STATES SEIZED UP AND TORE OUT FRAME.					
50000	P02938	A	770921	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		21	C	063200	001923003
					67	000405 PONTIAC	0612 TEMPEST				
						IDLER ARM SEPARATED FROM FRAME BRACKET. STUD AND SOCKET OF JOINT ARE RUSTED					
50030	P03455	A	780127	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		34	C	051000	001230005
					73	000405 PONTIAC	0705 CATALINA				
						NO EXCESSIVE PLAY APPARENT, JOINT IS WELL LUBRICATED. SHOP STATES LOOSENESS IN STEERING.					

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50030	P03163	A	780116	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		58	C	044951	023513001
					74	000407 CHEVROLET TRUCK DV	5902 C20				
						BOLTS BROKE OFF CRANK PULLEY,RUBBER PORTION OF TWO PIECE BALANCER CRACKED,SUSPECT DAMAGE DUE TO BELT DRIVE SYSTEM IMBALANCE.					
50036	P04756	A	780619	01530000		STEERING LINKAGES-ARM,IDLER AND ATTACHMENT		20	C	127000	P91405159
					69	150301 FIAT DIVISION	0301 124 SPIDER				
						MOUNTING LUGS BROKEN,NO APPARENT EVIDENCE THAT PART HAD PREVIOUS FRACTURE.					
50002	P04435	B	780405	01550000		STEERING LINKAGES-TIE ROD, INNER		00	C	034158	006750053
					72	200031 INTERNATIONAL TRCK	0101 SCOUT II 4X2				
						NO VISIBLE DAMAGE.					
50043	P03046	A	771031	01560000		STEERING LINKAGES-TIE ROD,END		57	C	022152	003060006
					75	000201 CHRYSLER DIV	0600 CORDOBA				
						EXCESSIVE PLAY AT BALL STUD SOCKET NO TRACE OF LUBRICATION					
10005	P03945	A	780308	01560000		STEERING LINKAGES-TIE ROD,END		03	C	061230	091605014
					70	000203 PLYMOUTH	0600 VALIANT				
						TIE ROD APPEARS SLIGHTLY BENT,STUD IS BENT AND PARTIALLY TORN OFF,DUST BOOT HAS BEEN TORN,JOINT SLIGHTLY LUBRICATED.					
50044	P03069	B	771111	01560000		STEERING LINKAGES-TIE ROD,END		03	C	033339	017754007
					73	000204 DODGE TRUCK DIV	5102 D1 CONVENTIONAL				
						BALL STUD SEPARATED FROM SOCKET NO EVIDENCE OF LUBRICATION EQUIPPED WITH GREASE FITTING					
50044	P03069	A	771111	01560000		STEERING LINKAGES-TIE ROD,END		07	D	033339	017754007
					73	000204 DODGE TRUCK DIV	5102 D1 CONVENTIONAL				
						DUST COVER SEPARATES DURING LUBE FROM PRESSURE LETTING IN DIRT WATER ACTION OF BALL STUD SOCKET ROUGH					
30000	P02856	A	770804	01560000		STEERING LINKAGES-TIE ROD,END		34	B	045821	004104003
					00	000301 FORD DIVISION	0603 PINTO WAGON				
						EXCESSIVE PLAY AT BALL STUD SOCKET - JOINT NOT EQUIPPED WITH GREASE FITTING & DRY OF LUBRICATION - DID NOT PASS INSPECTION					
50000	P02928	A	770907	01560000		STEERING LINKAGES-TIE ROD,END		57	C	000000	055406051
					64	000303 MERCURY	0200 COMET				
						BALL STUD ACTION ROUGH, DUST BOOT SPLIT					

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50000	P02929	A	770907	01560000		STEERING LINKAGES-TIE ROD,END		03	C	000000	055406051
					72	000401 BUICK	0000 BUICK				
						BALL STUD SEPARATED FROM SOCKET, TIE ROD IS BENT					
30000	P02860	A	770804	01560000		STEERING LINKAGES-TIE ROD,END		21	B	078000	004104003
					64	000401 BUICK	0500 LA SABRE				
						TIE ROD HOUSING IS RUSTED - BALL STUD HAD SEPARATED FROM SOCKET					
20020	P02811	A	770711	01560000		STEERING LINKAGES-TIE ROD,END		20	B	076737	011204002
					70	000402 CADILLAC	0000 CADILLAC				
						BALL STUD SOCKET GOOD - THREADS WORN AND STRIPPED					
50000	P02913	A	770902	01560000		STEERING LINKAGES-TIE ROD,END		21	C	062429	003060006
					68	000405 PONTIAC	0600 LE MANS				
						BALL STUD SEPARATED FROM SOCKET, JOINT IS RUSTED, NO EVIDENCE OF LUB-RICANT, DUST BOOT IS SPLIT					
50038	P04638	A	780505	01560000		STEERING LINKAGES-TIE ROD,END		03	C	045976	061108013
					72	000407 CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN				
						PART SEPERATED DUE TO LACK OF LUBRECATE.					
20021	P02832	B	770802	01560000		STEERING LINKAGES-TIE ROD,END		00	D	038464	095051060
					72	130401 RENAULT DIVISION	0600 RENAULT 17				
						BALL STUD SOCKET INTACT ON LEFT - SEE RIGHT					
20021	P02832	A	770802	01560000		STEERING LINKAGES-TIE ROD,END		03	B	038464	095051060
					72	130401 RENAULT DIVISION	0600 RENAULT 17				
						BALL STUD SEPARATED FROM SOCKET ON RIGHT TIE ROD					
40003	P04435	A	780405	01560000		STEERING LINKAGES-TIE ROD,END		03	C	034158	006750053
					72	200031 INTERNATIONAL TRCK	0101 SCOUT II 4X2				
						APPEARS END WAS CRACKED FIRST,THEN COMPLETELY BROKEN LATER.					
	P83100	A	771201	01570000		STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL		32	C	000000	014221008
					00	000301 FORD DIVISION	0400 MAVERICK				
						CHAFFS OVER BUMPS OR WHEN SHOCKS ARE WEAK CAN ALSO OCCUR ON BRACKING					
						RUBS AGAINST POWER STEERING CONTROL VALVE					

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20020	P02811	B	770711	01570000		STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL		20	B	076737	011204002
					70	000402 CADILLAC	0000 CADILLAC				
						SLEEVE THREADS ARE WORN AND STRIPPED					
50000	P02941	A	770921	01580000		STEERING LINKAGES-KNUCKL-SPINDL-ARM		03	C	000000	084107017
					69	000303 MERCURY	0300 COUGAR				
						SPINDLE BROKE NEAR OUTER WHEEL BEARING LOCATION, NO EXCESSIVE HEAT					
						BUILD UP MARKINGS ON SPINDLE SHAFT					
50012	P02982	A	771012	02000000		SUSPENSION		03	C	060465	055407066
					73	200031 INTERNATIONAL TRCK	0100 SCOUT SERIES				
						SHOCK MOUNT BROKEN OFF METAL SPRING PAD - HANGS FREE					
50000	P03161	A	780116	02110000		SUSPN INDP,FT, ATTACHING MECHANISMS		76	C	000000	044132015
					72	000203 PLYMOUTH	0601 VALIANT DUSTER				
						TORSION BAR SUPPORT HAS RUSTED FROM CROSSMEMBER, CAR STOPPED, MOUNT					
						BROKE, SUSPENSION COLLAPSED.					
30028	P04437	A	780405	02111000		SUSPN,INDP,FT, ATTACH,MECHANISMS-STRUT ROD		28	C	000000	053140005
					69	000101 AMERICAN MOTORS DV	0100 AMBASSADOR				
						PART LOOKS LIKE A TORSION BAR OR STRUT ROD,BROKEN IN A SPIRAL MANOR,NO					
						COMMENTS FROM SHOP,HOWEVER SHOP IDENTIFIES PART AS BALL JOINT LOWER.					
50012	P02981	A	771006	02111000		SUSPN,INDP,FT, ATTACH,MECHANISMS-STRUT ROD		03	B	065982	075701037
	E80013				71	000101 AMERICAN MOTORS DV	0600 JAVELIN				
						STRUT ROD IS BROKEN AT BASE OF THREADS					
30025	P04450	A	780417	02111000		SUSPN,INDP,FT, ATTACH,MECHANISMS-STRUT ROD		03	C	091307	097405004
					68	000203 PLYMOUTH	0607 VALIANT SIGNET				
						ROD BROKEN APPROX, 3 INCHES FROM END.					
50014	P04226	A	780327	02112000		SUSPN,INDP,FT, ATTACH,MECH,-STABILIZER BAR		03	C	038368	090027012
					73	000202 DODGE	0000 DODGE				
						BOTH METAL AND RUBBER PORTION OF STABILZER LINKAGE ARE BROKEN.					
50037	P04447	A	780405	02112000		SUSPN,INDP,FT, ATTACH,MECH,-STABILIZER BAR		14	C	019748	F53702100
					77	000203 PLYMOUTH	0700 VOLARE				
						BAR BROKE AT END WHERE ANCHOR BOLTS ATTACHED BAR TO FRONT END.					

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	P84458	A	780411	02112000		SUSPN,INDP,FT, ATTACH,MECH,-STABILIZER BAR		79	C	045049	085202099
					72	000305 FORD TRUCK DIV	5105 2DR CAB PU 4X4				
						BOLTS HOLDING FRONT SWAY BAR TO FRAME BROKE					
50045	P03086	A	771121	02112000		SUSPN,INDP,FT, ATTACH,MECH,-STABILIZER BAR		03	C	089000	094706117
					73	140501 VOLKSWAGEN DIVISN	0200 TYPE II				
						SWAY BAR BROKEN NEAR RIGHT ANGLE BEND					
	P83448	A	780119	02120000		SUSPN,INDP,FT, SHOCK ABSORBER		34	C	000000	P63115105
					76	000301 FORD DIVISION	1500 MUSTANG II				
						ACTION OF SHOCK WAS SO ROUGH THAT IT BECAME LOOSE FROM ITS MOUNTING					
20020	P02807	A	770706	02132000		SUSPN,INDP,FT, CTRL ARM UNK TYP-BALL JOINT		03	B	000000	053140005
					00	000000 UNKNOWN	0000 UNKNOWN				
						BALL STUD SEPARATED FROM SOCKET					
30023	P03676	A	780227	02132000		SUSPN,INDP,FT, CTRL ARM UNK TYP-BALL JOINT		03	C	006131	063301003
					69	000401 BUICK	0500 LA SABRE				
						BALL JOINT STUD IS BROKEN CASING SHOWS EXCESSIVE WEAR DUST BOOT IS MIS SING BUT JOINT APPEARS WELL LUBRICATED				
50042	P03021	A	771025	02140000		SUSPN,INDP,FT, CONTROL ARM,UPPER		03	C	085000	006114008
					66	000301 FORD DIVISION	0200 FALCON				
						CONTROL ARM SEVERELY RUSTED ARM BROKEN AT INNER SHAFT MOUNT ONE SIDE					
30003	P02939	A	770921	02140000		SUSPN,INDP,FT, CONTROL ARM,UPPER		03	C	069387	053511008
					72	000301 FORD DIVISION	0500 MUSTANG				
						CONTROL ARM BROKEN AT BALL JOINT MOUNT, BALL JOINT AND MOUNTING BROKEN FROM ARM, CONTROL ARM SHAFT HAS EXCESSIVE PLAY				
50019	P03170	A	780111	02140000		SUSPN,INDP,FT, CONTROL ARM,UPPER		03	C	037872	044131008
					77	000301 FORD DIVISION	0600 PINTO				
						CONTROL ARM HAS RUSTED THROUGH AT BUSHING LOCATION,CONTROL ARM BUSH- INGS ARE PARTILLY DETERIORATED,FROZEN AND BALL JOINT IS FROZEN,				
50010	P02885	A	770725	02140000		SUSPN,INDP,FT, CONTROL ARM,UPPER		03	B	093350	053511008
					70	000303 MERCURY	0300 COUGAR				
						UPPER CONTROL ARM BROKE AT BALL JOINT MOUNT - BALL JOINT FAIR, INNER ARM SHAFT BUSHINGS FAIR - BUSHINGS ON SPRING/SHOCK MOUNT WORN				

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	P84726	A	780612	02141000		SUSPN,INDP,FT, CTRL ARM,UPPER-SHAFT,INNER 78 000403 CHEVROLET WELD FOR LEFT UPPER CONTROL ARM SHAFT DID NOT HOLD,	1000 CHEVETTE	59	C	003005	091605014
30001	P02939	B	770921	02142000		SUSPN,INDP,FT, CTRL ARM UPPER-BALL JOINT 72 000301 FORD DIVISION BALL JOINT WORN - BALL STUD SOCKET LOOSE, EXCESSIVE PLAY, POOR ACTION	0500 MUSTANG	34	C	069387	053511008
50000	P02930	A	770907	02142000		SUSPN,INDP,FT, CTRL ARM UPPER-BALL JOINT 73 000301 FORD DIVISION BALL JOINT ACTION ROUGH	0500 MUSTANG	44	C	000000	055406051
50038	P04647	A	780501	02142000		SUSPN,INDP,FT, CTRL ARM UPPER-BALL JOINT 70 000403 CHEVROLET BALL JOINT APPEARS TO HAVE IMPROPERLY SEATED IN A FRAME,STUD SHOWS EVE ADENCE THAT IT HAD CRACKED AT AN EARLIER DATE,JOINT SEEMS TO HAVE BLOW	0000 CHEVROLET	76	C	065905	085021027
40009	P02953	A	770923	02150000		SUSPN,INDP,FT, CONTROL ARM-LOWER 74 000203 PLYMOUTH CONTROL ARM CRACKED IN TWO PLACES AT TORSION BAR ANCHOR / CONTROL ARM SHAFT HOUSING	0000 PLYMOUTH	03	C	000000	007644103
50010	P02891 E50011	A	770808	02150000		SUSPN,INDP,FT, CONTROL ARM-LOWER 67 000301 FORD DIVISION LOWER CONTROL ARM IS BROKEN AT BALL JOINT MOUNT	0300 LTD	03	B	000000	055423002
50043	P03053	A	771104	02150000		SUSPN,INDP,FT, CONTROL ARM-LOWER 71 000301 FORD DIVISION LOWER CONTROL ARM IS SEVERELY RUSTED EATEN THROUGH AT OUTER END BALL JOINT IN FAIR CONDITION	0400 MAVERICK	56	C	034166	044310008
30011	P03169	A	780111	02150000		SUSPN,INDP,FT, CONTROL ARM-LOWER 77 000301 FORD DIVISION CONTROL ARM IS RUSTED THROUGH AT SPRING MOUNT, BALL JOINT AND CONTROL ARM BUSHINGS IN GOOD CONDITION,	0600 PINTO	03	C	037872	044131008
20019	P02799	A	770701	02150000		SUSPN,INDP,FT, CONTROL ARM-LOWER 72 000302 LINCOLN CONTROL ARM BUSHING EYE BROKEN OUT - BALL JOINT ACTION GOOD	0102 CONTINENTAL	03	C	059076	085021027

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50033	P03913	A	780207	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 68 000303 MERCURY	0500 MONTEGO	02	C	068351	090027012
					CONTROL ARM BENT APPROX IN MIDDLE OF ARM BOOT AROUND BALL JOINT IN TOR N					
30001	P02916	A	770906	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 69 000401 BUICK	0000 BUICK	21	C	007570	053511008
					CONTROL ARM BUSHINGS EXCESSIVELY WORN, ARM RUSTED, BUSHING AND ARM WEAKENED ON ONE SIDE, ARM DROPPED FROM SHAFT					
50017	P04420	A	780405	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 66 000404 OLDSMOBILE	9900 OLDSMOBILE UNKNOWN	03	C	118000	073127005
					BREAKAGE AT THE BALL JOINT,A-FRAME HAS APPEARANCE OF CRACK FOR SOME TIME.					
30029	P04426	A	780405	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 75 150301 FIAT DIVISION	0100 X 1/9	21	C	000000	012205080
					DRY BALL SOCKET,PROBABLE CAUSE- LOSS OF GREASE DUE TO BROKEN BOOT,					
20006	P02979	A	771005	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 74 170201 SAAB DIVISION	0100 99	03	B	057600	012054098
					WELD BROKE ON MAIN BODY OF ARM AT OUTER BRACKET - CAUSED LOSS OF CNTRL					
50044	P03076	B	771114	02152000	SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 75 000202 DODGE	0500 DART	00	D	033820	039501021
					BALL STUD ACTION GOOD					
50044	P03076	A	771114	02152000	SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 75 000202 DODGE	0500 DART	34	D	033820	039501021
					SOME VERTICLE ACTION AT BALL STUD SOCKET					
20016	P03672	A	780210	02152000	SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 76 000203 PLYMOUTH	0401 FURY I	03	C	027578	F55901116
					BALL JOINT STUD BROKE AND SEPERATED APPROXIMATELY 1/4 OF AN INCH FROM BALL NO DUST BOOT VERY LITTLE LUBRICANT IN JOINT AND NO LUBE PLUG					
50042	P03030	B	771025	02152000	SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 72 000203 PLYMOUTH	0415 GRAN FURY	34	C	063000	001230005
					EXCESSIVE VERTICLE TRAVEL AT BALL STUD SOCKET ROAD WANDER					

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50042	P03030	A	771025	02152000		SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 72 000203 PLYMOUTH EXCESSIVE PLAY LOOSE ROAD WANDER	041S GRAN FURY	34	C	063000	001230005
30011	P03176	A	780111	02152000		SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 72 000405 PONTIAC BALL JOINT ACTION ROUGH, SHOP CLAIMS LOOSENESS AND VIBRATION,	070S CATALINA	55	C	052000	001230005
40000	P02970	B	770926	02152000		SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 76 000407 CHEVROLET TRUCK DV SHOP CLAIMS EXCESSIVE SLACK, SLIGHT WEAR IN BALL JOINT, GREASE BOOT SPLIT,	5700 PICK UP MODELS	34	C	015038	039501021
40000	P02970	A	770926	02152000		SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 76 000407 CHEVROLET TRUCK DV SHOP CLAIMS EXCESSIVE SLACK, SLIGHT WEAR IN BALL JOINT	5700 PICK UP MODELS	34	C	015038	039501021
20019	P02801	B	770701	02152000		SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 76 000407 CHEVROLET TRUCK DV CLAIMS JOINT WORN TOO BAD FOR PROPER ALIGNMENT - SOME VERTICLE PLAY PRESENT - EQUIPT WITH GREASE FITTING	5704 C30	34	C	020082	089104010
20019	P02801	A	770701	02152000		SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 76 000407 CHEVROLET TRUCK DV CLAIMS JOINT WORN TOO BAD FOR PROPER ALIGNMENT - SOME VERTICE PLAY PRESENT - EQUIPPED WITH GREASE FITTING	5704 C30	34	C	020082	089104010
40007	P03171	A	780111	02152000		SUSPN,INDP,FT, CTRL ARM,LOWER-BALL JOINT 73 100401 OPEL DIVISION SEPARATION OF BALL STUD,FROM SOCKET,SOCKET IS LIGHTLY RUSTED,NO EVIDENCE OF LUBRICATION,GREASE BOOT IS SPLIT, NO GREASE FITTING,	0000 OPEL DIVISION	21	C	027320	044131008
50014	P03945	D	780308	02160000		SUSPN,INDP,FT, SPINDLE-KNUCKLE,STEERING 70 000203 PLYMOUTH SPINDLE IS SLIGHLY BENT,	0600 VALIANT	44	C	061230	091605014
50033	P04222	B	780321	02160000		SUSPN,INDP,FT, SPINDLE-KNUCKLE,STEERING 73 000403 CHEVROLET END OF SPINDLE BROKEN OFF,	0200 CHEVELLE	28	C	050492	068510002

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50029	P04222	A	780321	02160000	SUSPN,INDP,FT, SPINDLE-KNUCKLE,STEERING 73 000403 CHEVROLET	0200 CHEVELLE	03	C	050942	510002
					SPINDLE SUPPORT SHREADED.					
30015	P03155	B	780104	02170000	SUSPN,INDP,FT, -BEARING WHEEL 76 000202 DODGE	0500 DART	34	C	019252	055421026
					BEARING HAS EXCESSIVE PLAY,ROLLERS WORN,INNER RACE SURFACE SCORED.IND- ICATIONS OF HEAT BUILD UP.SHOP CLAIMS FROZE TO SPINDLE.					
50014	P03155	A	780104	02170000	SUSPN,INDP,FT, -BEARING WHEEL 76 000202 DODGE	0500 DART	44	C	019252	055421026
					ROLLERS SLIGHTLY WORN, BEARING IN GOOD CONDITION.					
10019	P03109	A	771205	02170000	SUSPN,INDP,FT, -BEARING WHEEL 73 000404 OLDSMOBILE	0200 DELTA 88	32	C	045000	001230005
					SEAL IS INTACT, SHOP CLAIMS SEAL LEAKS ON DISC.					
10019	P03109	B	771205	02170000	SUSPN,INDP,FT, -BEARING WHEEL 73 000404 OLDSMOBILE	0200 DELTA 88	33	C	045000	001230005
					BEARING ACTION GOOD, NO EXCESSIVE WEAR. SHOP CLAIMS NOISE FROM WHEEL, LOCKS UP,BEARINGS APPEAR GOOD, SUSPECT HUB WEAK OR INCORRECT TORQUE					
10019	P03109	C	771205	02170000	SUSPN,INDP,FT, -BEARING WHEEL 73 000404 OLDSMOBILE	0200 DELTA 88	33	C	045000	001230005
					SOME WEAR ON OUTER SURFACE OF RACE,BEARING ACTION GOOD,SHOP CLAIMS WHEEL LOCKS UP. I.D.- RACE, NDHLM48548-BEARING					
40007	P04425 C8028	A	780405	02170000	SUSPN,INDP,FT, -BEARING WHEEL 75 150301 FIAT DIVISION	0401 128SL COUPE	37	C	074474	012205080
					BEAR-RACE PITTED,PROBABLE CAUSE - BALL-BEARING DEVELOPED FLAT SPOT AND DAMAGED RACE.					
50000	P02918	A	770919	02224000	SUSPN,I BEAM,SLD,FT:U BOLT-SPRNG TO I BEAM 68 000407 CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN	03	C	008836	076103004
					U BOLT IN TWO PLACES AT BOTTOM OF U. SHINEY SURFACE INDICATES SOME CHAFFING					
50045	P03094	A	771127	02224000	SUSPN,I BEAM,SLD,FT:U BOLT-SPRNG TO I BEAM 66 000407 CHEVROLET TRUCK DV	5600 P SERIES	03	C	089620	080916086
					U BOLT IS BROKEN AT TOP OF "U"					

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	P83101	A	771201	02230000		SUSPN,I BEAM,SLD,FT: SPRING, COIL		28	A	039000	055433054
					77	000204 DODGE TRUCK DIV	5304 B300				
						CENTER COIL OF LEFT FRONT SPRING BROKE CAUSING TIRES TO RUB FENDERS LOSS OF CONTROL					
50044	P03065	A	771110	02250000		SUSPN,I BEAM,SLD,FT: SPINDLE - KNUCKLE		03	B	087455	091401026
					64	000407 CHEVROLET TRUCK DV	6002 C60				
						SPINDLE BROKE AT BASE OF STEERING KNUCKLE BODY-WHEEL FELL OFF, BUSHING IN GOOD CONDITION					
20020	P02815	A	770718	02340000		SUSPN-TWIN-I-BEAM,SLD,FRONT-SPRING COIL		03	C	029564	039501021
					74	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						SPRING BROKE TWO COILS FROM END - CLAIMS METAL FATIGUE					
40000	P02963	A	770926	02340000		SUSPN-TWIN-I-BEAM,SLD,FRONT-SPRING COIL		28	C	025241	075701042
					76	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						COIL SPRING IS BROKEN IN TWO PLACES, FIRST COIL FROM BOTTOM AND FOURTH COIL FROM TOP, ID- D5UA-5310-FA,FAX,450/1840					
20006	P02990	A	771005	02420000		SUSPN,SGL AXL R-CONTROL ARM		03	B	070000	004105019
					71	000303 MERCURY	0407 MERCURY-MARQUIS				
						REAR CONTROL ARM SEVERELY RUSTED AND BROKEN - BUSHING HAS WORN AND DETERIORATED					
	P84717	A	780612	02430000		SUSPN,SGL AXL R-TORSION BAR		03	C	007302	F27402050
					77	000202 DODGE	0600 MONACO				
						TORSION BAR BROKE,METAL FATIGUE BELIEVED TO BE CAUSE,					
20002	P04438	A	780417	02430000		SUSPN,SGL AXL R-TORSION BAR		76	C	000000	020800002
					74	160101 SUBARU DIVISION	0102 SUBARU GL				
						TORSION BARS BROKE CAUSING REAR SUSPENSION TO COLLAPSE, ID-HOWL,					
20002	P04438	B	780417	02430000		SUSPN,SGL AXL R-TORSION BAR		76	C	000000	020800002
					74	160101 SUBARU DIVISION	0102 SUBARU GL				
						TORSION BAR BROKE CAUSING REAR SUSPENSION TO COLLAPSE,ID-RHWL,					
50022	P04473	A	780512	02460000		SUSPN,SGL AXL R-SHOCK ABSORBER		56	C	000000	019409113
					72	000403 CHEVROLET	0402 NOVA				
						ARM ON BRACKET CRACKED,ELONGATED HOLE IN ARM,POSSIBLE LOOSE OR UNDER-SIZED BOLT USED,					

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10020	P03017	A	771013	02482000		SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM,		03	C	000000	036037023
					00	000305 FORD TRUCK DIV	5700 F SERIES(MEDIUM)				
						STRANDED AXLE SPLINE OF LOADED WHEEL BROKE TWO INCHES FROM SLIGHTLY ROUGH BEARING - TWISTING FORCE					
10020	P03016	A	771013	02482000		SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM,		03	C	000000	036037023
					00	000305 FORD TRUCK DIV	5700 F SERIES(MEDIUM)				
						STRANDED AXLE SPLINE OF LOADED WHEEL BROKE ONE INCH FROM GOOD BEARING					
10020	P03015	A	771013	02482000		SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM,		03	B	000000	036037023
					00	000305 FORD TRUCK DIV	5700 F SERIES(MEDIUM)				
						STRANDED AXLE SPLINE OF LOADED WHEEL BROKE ONE INCH FROM GOOD BEARING					
10020	P03018	A	771013	02482000		SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM,		03	C	000000	036037023
					00	000407 CHEVROLET TRUCK DV	6000 C50-65 M65 SERIES				
						STRANDED AXLE SPLINE OF LOADED WHEEL BROKE TWO INCHES FROM GOOD CONDITION BEARING - TWISTING FORCE					
40002	P04214	A	780321	02615000		WHEELS LUGS-NUTS-BOLTS		03	C	072995	051108008
					70	000403 CHEVROLET	0200 CHEVELLE				
						LUG STUDS BROKEN WHILE DRIVING 25 TO 30 MILES PER HOUR,APPEARS ONE STUD PARTIALLY BROKEN PRIOR.					
20019	P02796	A	770711	02621000		WHEELS SNGL-RIM BASE		44	C	015269	000000000
	E70027				73	140202	0300				
						WHEEL IS CRACKED AT CENTER OF RIM UNDERNEATH TIRE SO WOULD LOSE AIR #5643E 4 1/2 JX14HZ 80360125 - FROM OWNER TO ODI					
	P82959	A	770919	02700000		TIRES		42	C	000000	006750053
					00	000000 UNKNOWN	0000 UNKNOWN				
						VIBRATION PROBLEM, AFTER CHECKING FRONT END, FOUND TIRES OUT OF ROUND					
	P84720	A	780612	02700000		TIRES		57	C	011449	094110116
					77	000402 CADILLAC	0000 CADILLAC				
						SLIPPED STEEL BELTS.					
	P84720	B	780612	02700000		TIRES		57	C	011449	094110116
					77	000402 CADILLAC	0000 CADILLAC				
						SLIPPED BELTS WITH STEEL PROTRUDING.					

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	P83179	A	780105	02700000		TIRES		55	C	017000	060659011
					75	000403 CHEVROLET	0300 CAPRICE				
						SEVERE DISTORTION AROUND 1/3 OF TREAD AREA CAUSING VIBRATION. OTHER I.D. - VDVYEL184(A7N) (SL70) OEM.					
	P84672	A	780531	02700000		TIRES		55	C	017894	F10801145
					76	000403 CHEVROLET	0407 NOVA CONCOURS				
						FRONT END VIBRATES BADLY,VEERS TO LEFT,NOT CONTROLABLE AT HIGHWAY SPEEDS,REPLACED TIRE.					
50019	P02952	A	770923	03200000		BRAKES HYDRAULIC SYSTEM		07	C	027000	093301046
					76	000407 CHEVROLET TRUCK DV	5704 C30				
						SHOP CLAIMS HYDRA BOOST UNIT LEAKED POWER STEERING FLUID INTO MASTER CYLINDER, SUSPECT DAMAGED SEAL					
50000	P02909	A	770914	03213000		BRAKES HYDRAULIC-SWITCH,BRAKE LIGHT		28	C	007032	055407053
					77	000403 CHEVROLET	0200 CHEVELLE				
						COLLAR AND RIBBING FAILED TO HOLD SWITCH IN PLACE					
50031	P03668	A	780210	03214000		BRAKES HYDRAULIC-OTHER		32	C	010000	D40216035
					77	000301 FORD DIVISION	0000 FORD DIVISION				
						SOME SMALL PITTED AREA IN CENTER OF CYLINDER SURFACE OF CYLINDER AT EA CH END APPEAR TO BE LOWER THAN CENTER AS IF EXCESSIVELY WORN 461					
30001	P02906	A	770915	03223000		BRKS,HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	029898	076012007
					74	000305 FORD TRUCK DIV	5101 F100				
						COVER AND SPRING SEPARATED FROM MAIN BODY OF PLASTIC VALVE					
50003	P03684	A	780210	03223000		BRKS,HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	048000	092104022
					68	000401 BUICK	0700 SKYLARK				
						PLASTIC VALVE IS BROKEN AT BASE SHOP STATES WHEN VALVE BREAKS POWER ASSIST IS LOST IN BRAKING					
30003	P03922 C7021	A	780313	03223000		BRKS,HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	045408	055406067
					76	000403 CHEVROLET	0316 IMPALA STATION WGN				
						NO VISIBLE EXTERNAL DEFECTS,POSSIBLE INTERNAL MALFUNCTION,SHOP STATES THAT ON COLD MORNINGS IT WOULD CORK & NOT ALLOW VACUM INTO THE BRAKE.					
30000	P02861	A	770808	03223000		BRKS,HYDRAULIC-PWR ASSIST-CHECK VALVE		28	B	060120	054130001
					68	000404 OLDSMOBILE	0100 CUTLASS				
						END PLATE HAD FALLEN OFF PLASTIC CHECK VALVE - POWER BOOST FAILURE					

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50045	P03090	A	771123	03223000		BRKS,HYDRAULIC-PWR ASSIST-CHECK VALVE		28	B	090072	085004002
						70 000404 OLDSMOBILE	0100 CUTLASS				
						CAP CAME OFF PLASTIC VALVE VACUM LEAK					
50030	P03907	A	780227	03224000		BRKS,HYDRAULIC-PWR ASSIST-BOOSTER		28	C	000000	060609104
	C7021					74 000403 CHEVROLET	0312 IMPALA				
						NO VISUAL DEFECTS SHOP STATES COMPLETE VACUM ASSIST LOSS					
						THE REST OF THE ID NO 00313083698					
50042	P03032	A	771026	03230000		BRKS,HYDRAULIC-MSTR CYL		00	C	000000	095820123
						00 000000 UNKNOWN	0000 UNKNOWN				
						NO VISIBLE EXTERNAL DEFECTS CYLINDER HAS PLASTIC RESEVOIR DUAL CHAMBER					
						TYPE CYLINDER ITS ID LOCKHEED, TAG NOT READABLE					
50012	P02989	A	771006	03230000		BRKS,HYDRAULIC-MSTR CYL		00	C	000000	063109037
						00 000000 UNKNOWN	0000 UNKNOWN				
						NO VISIBLE EXTERNAL DEFECTS - SUSPECT INTERNAL LEAKAGE					
50036	P04766	A	760609	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	000000	090027012
						00 000000 UNKNOWN	0000 UNKNOWN				
						DEFECT UNKNOWN,POSSIBLE INTERNAL MALFUNCTION.INFORMATION CARD UNREAD-ABLE.					
50036	P04768	A	780609	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	000000	090027012
						00 000000 UNKNOWN	0000 UNKNOWN				
						NO VISIBLE DEFECTS,POSSIBLE INTERNAL MALFUNCTION,INFO CARD UNREADABLE,					
	P83182	A	780123	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	000000	080906093
						00 000000 UNKNOWN	0000 UNKNOWN				
						SHOP STATES THAT MASTER CYLINDERS FAIL MOST OFTEN, AS A RESULT OF IMPROPER OR NO MAINTINANCE.					
50039	P03902	A	780227	03230000		BRKS,HYDRAULIC-MSTR CYL		32	C	042000	055423002
						73 000101 AMERICAN MOTORS DV	0500 HORNET				
						EXTERIOR IS CORRODED NO OTHER VISIBLE DEFECTS SHOP STATES FLUID LEAK AT PLUNGER END OF CYLINDER					
20002	P03947	A	780308	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	006452	023513001
						74 000101 AMERICAN MOTORS DV	0500 HORNET				
						NO VISIBLE EXTERNAL DEFECTS.SOME FORGIEN DEBRIS IN RESIVOIR,POSSIBLE INTERNAL MALFUNCTION.					

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50000	P02903 C7027	A	770906	03230000		BRKS,HYDRAULIC-MSTR CYL 75 000101 AMERICAN MOTORS DV	0500 HORNET	44	C	032750	031204004
						SHOP CLAIMS PRESSURE LOSS - SUSPECT INTERNAL LEAKAGE					
20015	P03890	A	780227	03230000		BRKS,HYDRAULIC-MSTR CYL 75 000101 AMERICAN MOTORS DV	0500 HORNET	44	C	037936	023513001
						NO VISUAL DEFECTS SUSPECT INTERNAL MALFUNCTION SHOP STATES PEDAL GOES DOWN					
50014	P03687	A	780227	03230000		BRKS,HYDRAULIC-MSTR CYL 73 000101 AMERICAN MOTORS DV	0700 MATADOR	28	C	056272	014607007
						ONE RESIVOIR WAS ONLY HALF FULL ALTHOUGH NO EXTERNAL LEAKAGE APPARENT SUSPECT INTERNAL MALFUNCTION					
50001	P02887	A	770808	03230000		BRKS,HYDRAULIC-MSTR CYL 69 000201 CHRYSLER DIV	0500 NEWPORT	19	B	033292	055103001
						CLAIMS INTERNAL LEAKAGE					
50011	P04229	A	780327	03230000		BRKS,HYDRAULIC-MSTR CYL 70 000202 DODGE	0500 DART	28	C	016502	090027012
						SUSPECT INTERNAL MALFUNCTION,BRAKE PEDAL WENT TO THE FLOOR BOARD,BRAKE FAILURE					
50042	P03038	A	771027	03230000		BRKS,HYDRAULIC-MSTR CYL 72 000202 DODGE	0500 DART	44	C	067521	090027012
						NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL LEAKAGE PAST SEALS					
50036	P04733	A	780629	03230000		BRKS,HYDRAULIC-MSTR CYL 73 000203 PLYMOUTH	0000 PLYMOUTH	44	C	057216	090027012
						NO VISIBLE DEFECTS,APPEARANT INTERNAL MALFUNCTION,SHOP STATES LEAK AND PEDAL SINKS.					
50036	P04760	A	780525	03230000		BRKS,HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH	0601 VALIANT DUSTER	32	C	022555	023513001
						MASTER CYLINDER SEALS WORN CAUSING CYLINDER TO LEAK AND BRAKE FAILURE.					
50036	P04759	A	780619	03230000		BRKS,HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH	0601 VALIANT DUSTER	32	C	053705	090027012
						MASTER CYLINDER SEALS WORN CAUSING CYLINDER TO LEAK AND BRAKE FAILURE.					

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50002	P03951	A	780313	03230000	BRKS,HYDRAULIC-MSTR CYL 73 000203 PLYMOUTH	0606 VALIANT SCAMP	28	C	034864	019401090
					NO EXTERNAL DEFECTS,POSSIBLE INTERNAL MALFUNCTION,CAR LOST ALL BRAKES WITH-OUT WARNING CAUSING ACCIDENT.					
50001	P02889	A	770802	03230000	BRKS,HYDRAULIC-MSTR CYL 00 000300 FORD MOTORS CO	0000 FORD MOTORS CO	19	B	000000	095820123
					SUSPECT INTERNAL LEAK - FOREIGN MC					
	P83475 C2053	A	780124	03230000	BRKS,HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION	0100 FAIRLANE	49	C	000000	031204007
					RUSTING CYLINDER BORE, DETERIORATING ALUMINUM PISTON, DETERIORATING RUBBER SEAL.					
50045	P03088 C2053	A	771123	03230000	BRKS,HYDRAULIC-MSTR CYL 73 000301 FORD DIVISION	0313 GALAXIE 500	28	C	042416	023513001
					NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL MALFUNCTION SHOP CLAIM PEDAL GOES TO FLOOR SUSPECT LEAKAGE PAST SEALS					
20017	P03891 C2053	A	780227	03230000	BRKS,HYDRAULIC-MSTR CYL 72 000301 FORD DIVISION	0400 MAVERICK	44	C	045186	023513001
					INSIDE OF RESERVOIR HAS SOME SLUDGE IN IT NO OTHER VISUAL DEFECTS SHOP STATES PEDAL GOES TO FLOOR					
50040	P04687	A	780609	03230000	BRKS,HYDRAULIC-MSTR CYL 73 000301 FORD DIVISION	0500 MUSTANG	14	C	023218	014607007
					NO VISIBLE REASON FOR BRAKE FAILURE,MASTER CYLINDER MALFUNCTIONED INTERNALLY,POSSIBLE FAULTY CHECK VALVE.					
10001	P03147 C2053	A	771202	03230000	BRKS,HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION	0804 GRAN TORINO	44	C	038222	095820123
					SHOP CLAIMS 'BLEEDING OFF. JUST HAD REPLACED YEAR AGO.' SUSPECT INTERN AL LEAKAGE.					
50042	P03031 C2053	A	771026	03230000	BRKS,HYDRAULIC-MSTR CYL 72 000301 FORD DIVISION	9900 FORD UNKNOWN	44	C	094355	095820123
					NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL LEAKAGE PAST SEALS PEDAL SINKS					
50000	P02915	A	770830	03230000	BRKS,HYDRAULIC-MSTR CYL 75 000302 LINCOLN	0200 MARK IV	28	C	042000	055423002
					SHOP CLAIMS REAR BRAKES DID NOT WORK. REPLACED MASTER CYLINDER. SUSPCT DIRT IN CYLINDER OR FAULTY VALVE/PORT,- BENDIX					

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S0036	P04736	A	780629	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	000000	090027012
					74	000303 MERCURY	0100 CAPRI				
						UNABLE TO READ TAG,SUSPECT INTERNAL MALFUNCTION,					
S0036	P04735	A	780629	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	019714	090027012
					76	000303 MERCURY	0100 CAPRI				
						NO VISIBLE DEFECTS,SHOP STATES MASTER CYLINDER LEAKS,					
S0001	P02888	A	770808	03230000		BRKS,HYDRAULIC-MSTR CYL		19	B	025114	055103001
					71	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						CLAIMS INTERAL LEAKAGE					
30014	P03151	A	780120	03230000		BRKS,HYDRAULIC-MSTR CYL		00	C	000000	030501001
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						NO VISIBLE EXTERNAL DEFECTS, MASTER CYLINDER IS BENDIX UNIT, TAG NOT READABLE,					
D0T1	P02898	A	770901	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	028627	090027012
					76	000401 BUICK	0000 BUICK				
						SHOP CLAIMS FLUID LOSS					
S0036	P04769	A	780609	03230000		BRKS,HYDRAULIC-MSTR CYL		32	C	028867	090027012
					66	000402 CADILLAC	0000 CADILLAC				
						NO VISIBLE DEFECT,SHOP STATES LEAKING,					
40004	P03915	A	780227	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	085363	090027012
					70	000402 CADILLAC	0000 CADILLAC				
						NO APPARENT VISUAL DEFECTS PROBABLE INTERNAL MALFUNCTION SHOP STATES PEDAL WENT TO FLOOR					
S0036	P04734	A	780629	03230000		BRKS,HYDRAULIC-MSTR CYL		44	C	025249	090027012
					77	000402 CADILLAC	0400 SEVILLE				
						NO VISIBLE DEFECTS,SHOP STATES PEDAL SINKS,ID-1125,					
S0045	P03080	A	771118	03230000		BRKS,HYDRAULIC-MSTR CYL		00	C	017847	039501021
					77	000403 CHEVROLET	0206 CHEVELLE MALIBU				
						NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL MALFUNCTION					

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50036	P04732	A	780629	03230000	BRKS,HYDRAULIC-MSTR CYL 77 000403 CHEVROLET	0800 MONTE CARLO	44	C	022840	039501021
					NO VISIBLE DEFECTS,NO COMMENTS FROM SHOP.					
50025	P03174	A	780111	03230000	BRKS,HYDRAULIC-MSTR CYL 74 000404 OLDSMOBILE	0100 CUTLASS	44	C	060998	023513001
					SHOP CLAIMS INTERMITTENT BRAKE LOSS,SUSPECT INTERNAL MALFUNCTION - NO VISIBLE EXTERNAL DEFECTS.					
20019	P02804	A	770711	03230000	BRKS,HYDRAULIC-MSTR CYL 74 000404 OLDSMOBILE	0800 OMEGA	44	B	020000	055423002
					CLAIMS MASTER CYLINDER LEAKS AT PUSH ROD END					
50018	P03910	A	780227	03230000	BRKS,HYDRAULIC-MSTR CYL 77 000406 GMC TRUCK DIV	5100 GMC TRUCK	32	C	011000	060638110
					INSPECTION SHOWS NO SEVERE EXTERNAL LEAKING ALL THOUGH SHOP CLAIMS FLUID LEAKING POSSIBLE INTERNAL MALFUNCTION					
50002	P02994	A	771018	03230000	BRKS,HYDRAULIC-MSTR CYL 76 000407 CHEVROLET TRUCK DV	5702 C20	14	C	038272	095820123
					PART SEEMS OK - CLAIMS OCCASIONAL PEDAL FADES AND LOW					
50036	P04757	A	780619	03230000	BRKS,HYDRAULIC-MSTR CYL 73 110206 MG DIVISION	0101 MGB	32	C	057414	097303038
					SEAL IN MASTER CYLINDER WORN ALLOWING MASTER CYLINDER TO LEAK AND BRAKE FAILURE.					
40000	P02977	A	771005	03230000	BRKS,HYDRAULIC-MSTR CYL 75 140501 VOLKSWAGEN DIVISN	0600 RABBIT	28	C	031619	030060087
					SHOP CLAIMS NO BRAKES, CYLINDER COLLAPSED INSIDE, PISTON ACTION GOOD #9459 115					
50036	P04737	A	780629	03230000	BRKS,HYDRAULIC-MSTR CYL 00 170101 VOLVO DIVISION	0000 VOLVO DIVISION	44	C	000000	090027012
					NO VISIBLE DEFECT,SHOP STATES LOSS OF FLUID.					
	P84463 E70027	A	780411	03233000	BRKS,HYDRAULIC-MSTR CYL,PISTONS-CUPS-SPRNG 64 000303 MERCURY	0404 MERCURY MONTCLAIR	32	C	000000	085021027
					LEAKING AT PISTON AT REAR					

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	P84462 E70027	A	780411	03233000	64	BRKS,HYDRAULIC-MSTR CYL,PISTONS-CUPS-SPRNG 000303 MERCURY	0404 MERCURY MONTCLAIR	32	C	000000	085021027
						FLUID IS LEAKING INTERNALLY					
	P84718	A	780612	03233000	77	BRKS,HYDRAULIC-MSTR CYL,PISTONS-CUPS-SPRNG 000305 FORD TRUCK DIV	5702 F600	53	C	000067	F98009130
						MASTER CYLINDER RUBBERS SWELLED AND SEIZED IN THE BORE RESULTING IN BRAKES NOT RELEASING,					
	P84718	B	780612	03233000	77	BRKS,HYDRAULIC-MSTR CYL,PISTONS-CUPS-SPRNG 000305 FORD TRUCK DIV	5702 F600	53	C	000072	F98009130
						MASTER CYLINDER RUBBERS SWELLED AND SEIZED IN THE BORE RESULTING IN BRAKES NOT RELEASING,					
20009	P03462	A	780127	03233000	76	BRKS,HYDRAULIC-MSTR CYL,PISTONS-CUPS-SPRNG 000403 CHEVROLET	0402 NOVA	14	C	022165	083201068
						PRIMARY CUP HAS TWO UNUSUAL INDENTIONS,POSSIBLY OCCURRED DURING MOLD-ING,					
50045	P03082	A	771118	03234000	71	BRKS,HYDRAULIC-MSTR CYL,OTHER 000404 OLDSMOBILE	0100 CUTLASS	44	C	061740	051108008
						NO CHECK VALVE OR SPRINGS INSTALLED AT FACTORY THESE PARTS ARE ALL THAT WAS REMOVED FROM THE MASTER CYLINDER WHICH HAD NEVER BEEN REPAIRE					
20002	P03925	A	780308	03234000	71	BRKS,HYDRAULIC-MSTR CYL,OTHER 000404 OLDSMOBILE	0600 98	28	C	000000	055432049
						LEAK RESULTING IN FAILURE OF BRAKES NO WARNING LIGHT,SUSPECT INTERNAL MALFUNCTION,					
50040	P04693	A	780609	03240000	75	BRKS,HYDRAULIC-LINES,FITTINGS, 000203 PLYMOUTH	0600 VALIANT	08	C	035000	014607007
						HOSE WAS POOR FIT,HOSE CRACKED AND LEAKED,					
50040	P04693	B	780609	03240000	75	BRKS,HYDRAULIC-LINES,FITTINGS, 000203 PLYMOUTH	0600 VALIANT	08	C	035000	014607007
						HOSE WAS POOR FIT,HOSE CRACKED AND LEAKED,					
40001	P04421	A	780405	03240000	75	BRKS,HYDRAULIC-LINES,FITTINGS, 000203 PLYMOUTH	0601 VALIANT DUSTER	03	C	052000	055802136
						HOSE RUPTURED 1/2 IN,FROM METAL END,HOSE APPEARS TO HAVE BEEN RUBBING WITH ANOTHER OBJECT CAUSING HOSE TO WEAR AND WEAKEN,					

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50000	P02935	A	770921	03241000	BRKS,HYDRAULIC-LINES,METALLIC 75 000101 AMERICAN MOTORS DV	0500 HORNET	76	C	000000	015063169
					METAL BRAKE LINE FLATTENED BY TAIL PIPE. TAIL PIPE HAD BEEN HITTING LINE					
	P82935	A	771025	03241000	BRKS,HYDRAULIC-LINES,METALLIC 76 000101 AMERICAN MOTORS DV	0500 HORNET	76	C	006000	015063169
					METAL BRAKE LINE WAS CRUSHED BY EXHAUST LINE. REROUTED NEW BRAKE LINE					
	P83070	A	771114	03241000	BRKS,HYDRAULIC-LINES,METALLIC 74 000204 DODGE TRUCK DIV	5100 D&W SERIES-PICK UP	06	C	011684	054911002
					EMERGENCY CABLE WORE THROUGH METAL LINE DUE TO POSITIONING OF REAR BRAKE LINE BRACKET					
10001	P03145	A	771214	03241000	BRKS,HYDRAULIC-LINES,METALLIC 77 000305 FORD TRUCK DIV	5111 F250	32	C	034803	022201004
					SHOP CLAIMS LINE LEAKING AT END					
	P84677	A	780531	03241000	BRKS,HYDRAULIC-LINES,METALLIC 70 140501 VOLKSWAGEN DIVISN	0100 TYPE I	03	C	076000	060632062
					BRAKE LINE RUSTED INSIDE OF CAR DUE TO WATER ACCUMULATION,LINE BROKEN. LOSS OF STOPPING POWER.					
30003	P02914	A	770830	03241000	BRKS,HYDRAULIC-LINES,METALLIC 70 160501 MAZDA DIVISION	0700 MAZDA UNKNOWN	03	C	000000	098106082
					STEEL BRAKE LINE SPLIT AT FITTING. LINE RAN FROM PROPORTIONING VALVE TO BRAKE HOSE. LINE IS NOT RUSTED					
50044	P03078	A	771114	03241000	BRKS,HYDRAULIC-LINES,METALLIC 71 200031 INTERNATIONAL TRCK	1200 INTERNATIONAL UNK	03	C	049609	001230005
					METAL BRAKE LINE IS RUSTED AND BROKEN AT FITTING					
40000	P02976	A	771003	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000000 UNKNOWN	0000 UNKNOWN	08	C	000000	023513001
					HOSE IS SPLIT AROUND CIRCUMFERENCE 3/16 INCH FROM FITTINGS AT BOTH ENDS					
40000	P02976	B	771003	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000000 UNKNOWN	0000 UNKNOWN	08	C	000000	023513001
					HOSE IS SPLIT AROUND CIRCUMFERENCE 3/16 INCH FROM FITTINGS AT BOTH ENDS					

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20017	P03911	A	780227	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000101 AMERICAN MOTORS DV	0400 GREMLIN	08	C	000000	002746004
					HOSE IS WEATHERED AND CRACKED AT END NEAR FITTING					
20017	P03911	B	780227	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000101 AMERICAN MOTORS DV	0400 GREMLIN	08	C	000000	002746004
					HOSE IS WEATHERED AND CRACKED AT END NEAR FITTING					
50020	P03686	A	780227	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 75 000101 AMERICAN MOTORS DV	0400 GREMLIN	03	C	034128	014607007
					BRAKE HOSES ARE WEATHERED AND CRACKED WITH ENDS BROKEN OFF FROM FITTIN REST OF ID NUMBER H1					
30001	P02921	B	770826	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000101 AMERICAN MOTORS DV	0402 GREMLIN X	08	C	038607	023513001
					HOSE IS CRACKED 180 AROUND CIRCUMFERENCE 1/8" FROM FITTING, SHOP SUSPECTS HOSE TOO SHORT					
30001	P02921	A	770826	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000101 AMERICAN MOTORS DV	0402 GREMLIN X	08	C	038607	023513001
					HOSE IS SPLIT 250 AROUND CIRUMFERENCE 1/4" FROM FITTING, SHOP SUSPECT HOSE TOO SHORT					
20020	P02813	A	770705	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 72 000201 CHRYSLER DIV	0100 TOWN AND COUNTRY	08	B	063900	019047004
					,B04031-SAE-J1401 HOSE SPLIT 360 DEGREES AROUND & 180 DEGREES AT ENDS OF HOSE 1/8 INCH FROM FITTINGS					
20020	P02813	B	770705	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 72 000201 CHRYSLER DIV	0100 TOWN AND COUNTRY	08	B	063900	019047004
					HOSE IS SPLIT 360 DEGREES AROUND & 180 DEGREES AT ENDS OF HOSE 1/8 INCH FROM FITTINGS					
20008	P03932 E80053	A	780308	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000202 DODGE	0000 DODGE	08	C	030030	017754007
					HOSE IS CRACKED AT ENDS NEAR FITTING,HOSE IS TOO SHORT FOR THIS TYPE OF BRAKE,PART ID NO 011					
20008	P03932 E80053	B	780308	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000202 DODGE	0000 DODGE	08	C	030030	017754007
					HOSE IS CRACKED AT ENDS NEAR FITTINGS,HOSE IS TOO SHORT FOR THIS TYPE OF BRAKE,					

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50036	P04763	A	780629	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000202 DODGE 0500 DART BRAKE HOSE CRACKED THROUGH NEAR METAL FITTINGS,ID- 2034J.	03	C	000000	F53702100
50012	P02986	B	771012	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000202 DODGE 0500 DART #HL HOSE IS SPLIT 90 DEGREES AROUND 1/4 INCH FROM FITTING ENDS (CUT)	08	C	031220	014607007
50012	P02986	A	771012	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000202 DODGE 0500 DART #5011-H20054H-SAE-J1401 HOSE SPLIT 120 DEGREES AROUND 1/4 INCH FROM FITTINGS ON BOTH ENDS (CUT)	08	C	031220	014607007
50027	P04434 E80053	B	780405	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000202 DODGE 0500 DART HOSE BADLY CRACKED AT ONE END 1/2 INCH FROM METAL END.	56	C	067570	012205080
50027	P04434 E80053	A	780405	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 73 000202 DODGE 0500 DART HOSE BADLY CRACKED AT ONE END 1/2 INCH FROM METAL END.	56	C	067570	012205080
50036	P04762	A	780629	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000202 DODGE 0500 DART BRAKE HOSE IS CRACKED THROUGH NEAR FITTINGS AT BOTH ENDS.	03	C	065549	F53702100
50036	P04765	B	780629	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000202 DODGE 0500 DART BRAKE HOSE CRACKED AT BOTH ENDS NEAR FITTINGS.	08	C	070023	F53702100
50036	P04765	A	780629	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000202 DODGE 0500 DART BRAKE HOSE IS CRACKED AT BOTH ENDS NEAR FITTINGS.	08	C	070023	F53702100
20008	P03918 E80053	A	780315	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC 74 000202 DODGE 0500 DART HOSE CRACKED AT ENDS NEAR FITTINGS,REST OF PART ID NUMBER 1113YSAEJ140	08	C	030621	054130001

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50036	P04764	A	780629	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	046173	F53702100
					75	000202 DODGE	0500 DART				
						HOSE IS CRACKED ON BOTH ENDS NEAR METAL FITTINGS.					
50042	P03024	A	771025	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		03	C	039197	084117016
					63	000202 DODGE	9900 DODGE UNKNOWN				
						BRAKE HOSE BROKE 1/4 FROM FITTING AT FRAMES END					
30000	P02858	B	770720	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	102391	004104003
					69	000203 PLYMOUTH	0401 FURY I				
						CLAIMS HOSE IS AT TOO GREAT AN ANGLE AT FRAME END - HAS SERIES OF CRAC					
						NEAR FITTING AT WHEEL END & FRAME END FITTING MISSING FROM HOSE					
30000	P02858	A	770720	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	102391	004104003
					69	000203 PLYMOUTH	0401 FURY I				
						CLAIMS HOSE AT TOO GREAT AN ANGLE AT FRAME BRACKET - BROKE AT FITTING					
						JOINT AT FRAME BRACKET END					
30000	P02857	A	770804	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	078163	004104003
					71	000203 PLYMOUTH	0402 FURY II				
						CLAIMS HOSE AT TOO GREAT AN ANGLE AT FRAME BRACKET - HOSE IS SEVERELY					
						CRACKED - OUTER LAYERS SPLIT 360 DEGREES AROUND NEAR BOTH FITTINGS					
30000	P02857	B	770804	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	078163	004104003
					71	000203 PLYMOUTH	0402 FURY II				
						CLAIMS HOSE AT TOO GREAT AN ANGLE AT FRAME BRACKET - HOSE IS SEVERELY					
						CRACKED - OUTER LAYERS SPLIT 360 DEGREES AROUND NEAR BOTH FITTINGS					
40000	P02971 E80053	B	770926	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	028112	012054098
					74	000203 PLYMOUTH	0600 VALIANT				
						#5011 HOSE IS SPLIT 180 DEGREES AROUND 3/16 INCH FROM FITTING					
40000	P02971 E80053	A	770926	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	028112	012054098
					74	000203 PLYMOUTH	0600 VALIANT				
						HOSE IS SPLIT 180 DEGREES AROUND 1/8 INCH FROM FITTING #5011-A2802411					
20008	P03946 E80053	B	780308	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	023780	023513001
					74	000203 PLYMOUTH	0600 VALIANT				
						RUBBER PORTION OF HOSE IS CRACKED THROUGH NEAR FITTING,PART ID NUMBER					
						2024SAE11404					

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20008	P03946 E80053	A	780308	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			08	C	023780	023513001
					74 000203 PLYMOUTH		0600 VALIANT				
					RUBBER PORTION OF HOSE IS CRACKED THROUGH NEAR FITTING,PART ID NO 2024 YSAE 31401.						
50000	P02879 E80053	A	770808	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			08	B	040000	054130001
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM BOTH FITTINGS						
50000	P02874 E80053	B	770808	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			08	B	031825	014607007
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					CLAIMS ENDS CRACKED AND HOSE TOO SHORT - ONE END OF #5011, HOSE SPLIT 180 DEGREES AROUND 1/4 INCH FROM FITTING - HAS BEEN CUT						
50000	P02874 E80053	A	770808	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			08	B	031825	014607007
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					CLAIMS #4,SAEJ1401-2, HOSE CRACKED AT BOTH ENDS AND TOO SHORT - ONE END OF HOSE CUT - CRACKED 360 DEGREES AROUND 3/16 INCH FROM FITTING						
20013	P03459 E80053	A		03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			32	C	060581	083201068
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					HOSE CRACKED AND SPLIT APPRX.1/4 INCH FROM EACH END, BELOW FITTINGS.						
50038	P04649	B	780501	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			32	C	052598	051106004
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					HOSE BROKEN AT METAL COUPLING APPEARS TO BE TO SHORT.						
20008	P03921 E80053	A	780315	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			28	C	073010	054130001
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					HOSE CRACKED BADLY AT ENDS NEAR FITTINGS,SHOP STATES VEHICLE LOST BRAKES.						
50038	P04649	A	780501	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			32	C	052598	051106004
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					HOSE BROKEN AT METAL COUPLING,APPEARS TO BE TO SHORT.						
20008	P03921 E80053	B	780315	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC			28	C	000000	054130001
					73 000203 PLYMOUTH		0601 VALIANT DUSTER				
					HOSE HAS SEVERAL DEEP CRACKS IN IT,SHOP STATES VEHICLE LOST BRAKES						

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50012	P02985 E80053	B	771012	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	74 000203 PLYMOUTH	0601 VALIANT DUSTER	08	C	028634	014607007
					#74-1/8 HL HOSE IS SPLIT 270 DEGREES AROUND 1/4 INCH FROM FITTING END						
50012	P02985 E80053	A	771012	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	74 000203 PLYMOUTH	0601 VALIANT DUSTER	08	C	028634	014607007
					#5011-G22034H-SAE J1401 HOSE IS SPLIT 240 DEGREES AROUND 1/4 INCH FROM FITTING AT ONE END						
50012	P02984 E80053	B	771012	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	74 000203 PLYMOUTH	0601 VALIANT DUSTER	08	C	029350	014607007
					HOSE IS SPLIT 340 DEGREES AROUND 1/4 INCH FROM FITTING AT ONE END: CUT						
50012	P02984 E80053	A	771012	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	74 000203 PLYMOUTH	0601 VALIANT DUSTER	08	C	029350	014607007
					#5011-C3004, HOSE IS SPLIT 180 DEGREES AROUND 3/8 INCH FROM FITTING AT ONE END (BEEN CUT) - LINE BROKEN OFF IN FITTING - TOO SHORT						
20019	P02797 E80053	A	770705	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	74 000203 PLYMOUTH	0601 VALIANT DUSTER	08	B	039253	014607007
					HOSE IS CRACKED AT BOTH ENDS 180 DEGREES AROUND 1/8 INCH FROM FITTING-DISC BRAKE APPLICATION HOSE TOO SHORT, FOUND AT INSPECTION						
50017	P03889 E80053	A	780227	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	74 000203 PLYMOUTH	0601 VALIANT DUSTER	08	C	024028	023513001
					HOSES CRACKED NEAR FITTING REST OF ID NUMBER 3034HSAEJ140						
40001	P04421	B	780405	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	75 000203 PLYMOUTH	0601 VALIANT DUSTER	56	C	052000	055802136
					HOSE REPLACED BECAUSE OF CRACKS & SPLITS PLACING HOSE IN WEAKENED CONDITION.						
50000	P02875 E80053	A	770808	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	73 000203 PLYMOUTH	0606 VALIANT SCAMP	08	B	033220	014607007
					HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM FITTING - CLAIM HOSE IS TOO SHORT						
50000	P02875 E80053	B	770808	03242000	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC	73 000203 PLYMOUTH	0606 VALIANT SCAMP	08	B	033220	014607007
					HOSE IS SPLIT 180 DEGREES AROUND 1/8 INCH FROM FITTING - CLAIMS HOSE IS TOO SHORT						

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20008	P03931 E80053	B	780308	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		03	C	016493	014607007
					73	000203 PLYMOUTH	0606 VALIANT SCAMP				
						HOSE CRACKED AT END NEAR FITTING,HOSE BROKEN COMPLETELY THROUGH APPROX 2 INCHES FROM END.					
20008	P03931 E80053	A	780308	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		03	C	016493	014607007
					73	000203 PLYMOUTH	0606 VALIANT SCAMP				
						HOSE CRACKED AT END NEAR FITTING,HOSE BROKEN COMPLETELY THROUGH APPROX 2 INCHES FROM THE END,PART ID NO,9102HSAE1140					
50000	P02876 E80053	A	770808	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	028518	014607007
					74	000203 PLYMOUTH	0606 VALIANT SCAMP				
						#75-1/8 H HOSE SPLIT 350 DEGREES AROUND 1/4 INCH FROM WHEEL END FITTIN & 180 DEGREES AROUND 1/8 INCH FROM FRAME END FITTING - BEEN CUT					
20021	P02823	B	770726	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	035060	004105019
					75	000203 PLYMOUTH	0606 VALIANT SCAMP				
						#75-1/8HL,5011,19035HSAEJ1404 HOSE IS SPLIT 180 DEGREES AROUND 1/4-IN FROM FITTINGS					
20021	P02823	A	770726	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	035060	004105019
					75	000203 PLYMOUTH	0606 VALIANT SCAMP				
						#75 1/8HL, 1/8 5011-J03035Y HOSE IS SPLIT 180 DEGREES AROUND 1/8 INCH FROM FITTING AT FRAME END					
	P84669	A	780531	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		03	C	024400	046327016
					76	000203 PLYMOUTH	0700 VOLARE				
						2 FRONT BRAKE HOSES BROKE BY BRACKETS RETURNED TO DEALER.					
20019	P02810	B	770708	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	034395	012054098
					74	000204 DODGE TRUCK DIV	5202 AW 100				
						HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM FITTINGS & 180 DEGREES NEAR CENTER OF HOSE					
20019	P02810	A	770708	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	034395	012054098
					74	000204 DODGE TRUCK DIV	5202 AW 100				
						#5011-G11034Y-SAEJ1401 HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM FITTING & 180 DEGREES NEAR CENTER OF HOSE - ALSO OTHER CRACKS					
30000	P02833	A	770727	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	000000	055406051
					67	000204 DODGE TRUCK DIV	5301 B1 VAN COMPACT				
						HOSE IS SPLIT 1/4-INCH FROM FITTING 360 DEGREES AROUND AT WHEEL END - RUBBER LAYER AT FRAME END AND CLOTH LAYERS SPLIT					

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50036	P04747	B	780619	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		28	C	062500	055802136
					72	000204 DODGE TRUCK DIV	5303 B200				
						HOSE IS CRACKED AT END NEAR FITTING,LOSS OF BRAKES.					
50036	P04747	A	780619	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		28	C	062500	055802136
					72	000204 DODGE TRUCK DIV	5303 B200				
						HOSE CRACKED AT END NEAR FITTING,LOSS OF BRAKES.					
20009	P03461 E70031	A	780127	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	022416	083201068
					73	000204 DODGE TRUCK DIV	5600 DGE TRK AND VN UNK				
						BREAK IN HOSE RIGHT BELOW MALE FITTING,SHOP STATES BREAK WAS DUE TO HOSE BEING TOO SHORT FOR MAKING SHARP RIGHT TURNS,I.D.SAE J1401.					
50038	P04657	B	780509	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		57	C	062984	053405004
					74	000301 FORD DIVISION	0400 MAVERICK				
						HOSE CRACKED 1/4 IN,FROM METAL COUPLING THE CONTINUED TURNING SIDE TO SIDE CAUSES HOSE TO DETERIATE AT THE SAME PLACE ON BOTH HOSES.					
30012	P04657	A	780509	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		57	C	062984	053405004
					74	000301 FORD DIVISION	0400 MAVERICK				
						HOSE CRACKED 1/4 IN,FROM METAL COUPLING THE CONTINUED TURNING SIDE TO SIDE CAUSES HOSE TO DETERIORATE AT SAME PLACE ON BOTH HOSES.					
50013	P04441	A	780417	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	040349	014607007
					73	000301 FORD DIVISION	0600 PINTO				
						HOSE CRACKED AT EACH END NEAR METAL CONNECTORS,ONE END BROKEN OFF.					
40000	P02966	A	770926	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	018350	006855010
					76	000303 MERCURY	0104 CAPRI II				
						BRAKE HOSE IS CRACKED 360 DEGREES AROUND CIRCUMFERENCE 1/8 INCH FROM FITTING, PART ID- PE 1/8 D98074-23SAE J1401					
20008	P03471	A	780127	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		06	C	080000	037209003
					70	000305 FORD TRUCK DIV	5111 F250				
						HOSE CHAFED APPROXIMATELY 6 INCHES DOWN FROM FEMALE FITTING, CAUSED BY CONTACT WITH TIRE.					
50000	P02919	A	770907	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		57	C	023462	019020002
					77	000305 FORD TRUCK DIV	5115 F350				
						HOLE IS WORN AT MIDPOINT OF HOSE THROUGH CORD FROM RUBBING TIRE					

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50003	P04470	A	780512	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		44	C	000000	008723101
					76	000401 BUICK	0000 BUICK				
						HOSE IS BLOCKED,RESTRICTS FLUID TRAVEL.					
DOT1	P83020	A	771109	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		28	B	012000	021218014
					76	000401 BUICK	0400 ELECTRA				
						SHOP CLAIMS DAMAGE FROM RUBBING?					
10019	P03117	A	771212	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		44	C	084026	039501021
					70	000401 BUICK	0405 ELECTRA 225				
						HOSE IS DRY ON OUTSIDE. SHOP CLAIMS COLLAPSED ON INSIDE					
20001	P04469	A	780509	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		03	C	049719	055422043
					75	000403 CHEVROLET	0100 CAMARO				
						HOSE IMPROPERLY ALIGNED,HOSE RUBBED AGANIST FRAME UNTIL IT RUPTURED.					
20008	P03460	A	780127	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	068929	083201068
					73	000407 CHEVROLET TRUCK DV	0000 CHEVROLET TRUCK DV				
						MALE FITTING PULLED APART FROM HOSE BY TREE STUMP,ALSO HAS SPLIT APPROX. 9 INCHES FROM SAME FITTING.					
10019	P03120	A	771219	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		04	C	041830	084111015
					75	000407 CHEVROLET TRUCK DV	5502 G20				
						HOSE WAS BURNED THROUGH IN TWO PLACES FROM RUBBING ON CUSTOM DUAL EXHAUST PIPE. LOSS OF BRAKES EXPERIENCED. I.D.1/8-8396-006114					
40000	P02969	A	770926	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	040039	098105017
					73	110202 TRIUMPH DIVISION	0300 SPITFIRE				
						FRONT FLEX LINE CRACKED AT ANCHOR FITTING					
30024	P03162	A	780116	03242000		BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	000000	097405004
					74	140501 VOLKSWAGEN DIVISN	0100 TYPE I				
						HOSE WAS RUBBING AGAINST TIRE,WORE HOLE IN HOSE THROUGH RUBBER AND CORD. I.D.- ATE 1/8 3.5399-1 + 73					
30000	P02859	A	770804	03243000		BRKS,HYDRAULIC-FITTINGS,METALLIC		16	C	000000	004104003
					00	000000 UNKNOWN	0000 UNKNOWN				
						SHOP WARNS AGAINST HEATING BRAKE HOSE FITTINGS - HOSE WILL EXPLODE					

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40004	P04216	A	780327	03245000		BRKS,HYDRAULIC-DIFFERENTIAL-PROPORTION,VLV		28	C	086124	063301003
					75	000405 PONTIAC	0200 GRAND PRIX				
						NO VISIBLE DEFECTS,EXTERNAL LEAKAGE CAUSING BRAKE FAILURE,PART ID NUMB ER 963WZ4234					
50042	P03025	B	771025	03261000		BRKS,HYDR-SHOE AND DRUM WHEEL CYLINDERS		03	C	000000	084117016
					70	000203 PLYMOUTH	0400 FURY				
						BLEEDER SCREW HOUSING BROKEN-INSIDE CYLINDER PITTED RUSTED					
50042	P03025	A	771025	03261000		BRKS,HYDR-SHOE AND DRUM WHEEL CYLINDERS		03	C	000000	084117016
					70	000203 PLYMOUTH	0400 FURY				
						BLEEDER SCREW HOUSING BROKEN CYLINDER BORE RUSTED AND PITTED					
50014	P03950	B	780315	03262000		BRKS,HYDR-SHOE AND DRUM SYSTEM-SHOES		57	C	001829	089104010
					69	000405 PONTIAC	0705 CATALINA				
						SHOE IS EXCESSIVELY WORN,LINING HAS WORN OFF OF CENTER OF SHOE.					
50043	P03044	A	771027	03262000		BRKS,HYDR SHOE AND DRUM SYSTEM-SHOES		44	C	052300	040503002
					71	000405 PONTIAC	9900 PONTIAC UNKNOWN				
						BOTTOM WELD OF RIB TO PLATE BROKEN					
30000	P02839	A	770726	03263000		BRKS,HYDR-SHOE AND DRUM SYSTEM-LININGS		28	B	091070	030313006
					67	000203 PLYMOUTH	0403 FURY III				
						BONDED LINING SEPARATED FROM BOTH SHOES & ONLY HALF WORN - CLAIMS DRUM WITHIN SPECS					
20021	P02822 E70030	A	770728	03263000		BRKS,HYDR-SHOE AND DRUM SYSTEM-LININGS		44	B	043455	030313006
					67	000403 CHEVROLET	0316 IMPALA STATION WGN				
						HALF-WORN LINING SEPARATED FROM SHOE - FRAGMENTS - SHOE SCORED AND DRUM RUINED					
	P02935	C	770921	03264000		BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	000000	015063169
					75	000101 AMERICAN MOTORS DV	0500 HORNET				
						BRAKE DRUM DAMAGED DUE TO RESTRICTED FLUID LINE					
10024	P03137	A	771221	03264000		BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	049650	089104010
					73	000202 DODGE	0500 DART				
						DRUM ONLY SENT, EXCESSIVE WEAR ON SHOE FACING, DRUM FACING IS CRACKED ON OUTER EDGE IN ONE TWO INCH SECTION.					

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20021	P02818	A	770801	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 76 000202 DODGE	0500 DART	55	B	000000	008723101
					9-INCH DIAMETER FLARED TYPE DRUM - CLAIMS PULSATION FROM TOO LARGE LUG AND HUB HOLES - NO WEAR MARKS VISIBLE					
00000	P02818	B	770801	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 76 000202 DODGE	0500 DART	55	B	000000	008723101
					CLAIMS PULSATION FROM TOO LARGE LUG AND HUB HOLES					
50036	P03888	A	780202	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 69 000203 PLYMOUTH	0600 VALIANT	03	C	063717	002746004
					EXTERIOR OF DRUM IS BADLY RUSTED OUTER EDGE IS CRACKED AND BREAKING OF					
50034	P03888	B	780202	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 69 000203 PLYMOUTH	0600 VALIANT	13	C	063717	002746004
					EXTERIOR OF DRUM BADLY WEATHERED AND CORRODED INTERIOR IS WORN SMOOTHLY BUT DIRTY					
50032	P03888	C	780202	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 69 000203 PLYMOUTH	0600 VALIANT	08	C	063717	002746004
					EXTERIOR BADLY CORRODED WITH OUTER EDGES CRACKING AND BREAKING OFF INTERIOR DIRTY					
50031	P03888	D	780202	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 69 000203 PLYMOUTH	0600 VALIANT	58	C	063717	002746004
					EXTERIOR BADLY CORRODED WITH OUTER EDGES BREAKING OFF INTERIOR UNEVENLY WORN					
	P83454	A	780127	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 77 000301 FORD DIVISION	0300 LTD	12	C	005000	F75216153
					DRUM BECAME DISTORTED DUE TO BEING TOO THIN. THIS PROBLEM OCCURED ON 4 VEHICLES.					
20006	P02992	A	771005	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 71 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	03	C	084936	004104003
					DRUM IS SEPARATED COMPLETELY WHERE FACING JOINS AREA - FACING HAS CRACK ACROSS WIDTH - NOT EXCESSIVELY SCORED/NO HEAT MARKS/RUST					
10030	P03134	A	771229	03264000	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM 70 000401 BUICK	0600 RIVIERA	57	C	089280	089104010
					INNER SURFACE OF DRUM EXCESSIVELY WORN.					

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10030	P03950	A	780315	03264000		BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM		58	C	001829	089104010
					69	000405 PONTIAC	0705 CATALINA				
						INNER SURFACE OF DRUM IS UNEVENLY WORN,BOTH INSIDE AND OUT SHOW SIGNS OF RUST.					
10024	P03139	A	771220	03264000		BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	000000	089104010
					71	000407 CHEVROLET TRUCK DV	5200 EL CAMINO				
						DRUM IS WORN ON BRAKE SHOE FACING.					
10030	P03133	A	771229	03264000		BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM		57	C	022810	089104010
					76	000407 CHEVROLET TRUCK DV	5200 EL CAMINO				
						INNER SURFACE OF DRUM SCORED AT BRAKE CONTACT AREA.					
10024	P03140	A	771220	03264000		BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM		03	C	000000	089104010
					62	000407 CHEVROLET TRUCK DV	5700 PICK UP MODELS				
						DRUM IS BROKEN,SIDES ARE BROKEN AWAY FROM FRANGE AND RIM,SUSPECT DRUM HAD BEEN MACHINED BEYOND LIMITS OR EXCESSIVELY WORN.					
50044	P03063	B	771109	03265000		BRKS,HYDR-SHOE AND DRUM SYSTEM-OTHER		03	C	098000	001230005
					71	000203 PLYMOUTH	0403 FURY III				
						ADJUSTER BROKEN AND WORN FROM ABRASIVE ACTION ADJUSTER SPRING HAD BROKEN					
50044	P03063	A	771109	03265000		BRKS,HYDR-SHOE AND DRUM SYSTEM-OTHER		57	C	098000	001230005
					71	000203 PLYMOUTH	0403 FURY III				
						SPRING IS BROKEN AT BOTH ENDS CAUSED EXCESSIVE DAMAGE IN DRUM					
50000	P02901	A	770901	03265000		BRKS,HYDR-SHOE AND DRUM SYSTEM-OTHER		03	C	000000	090027012
					00	000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO				
						BACKING PLATE IS CRACKED FROM WHEEL CYLINDER MOUNTIG BOLT HOLE TO EDGE					
30019	P04713	A	780612	03270000		BRKS,HYDR-SHOE-DISC BRAKE SYSTEM		53	C	019000	020012007
					77	000203 PLYMOUTH	0902 B200 VOYAGER				
						ANODIZED TEFLON COATING ON PISTON WEARS-PISTON FREEZES WITHIN CALIPER.					
	P94712	A	780612	03270000		BRKS,HYDR-SHOE-DISC BRAKE SYSTEM		53	C	027966	022150182
					76	000203 PLYMOUTH	0903 B300 VOYAGER				
						'PLASTIC-LIKE' COATING ON PISTON EXPANDS IN CYLINDER,PISTON FREEZES IN CALIPER.					

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	P94712	B	780612	03270000		BRKS,HYDR-SHOE-DISC BRAKE SYSTEM		53	C	027966	022150182
					76	000203 PLYMOUTH	0903 B300 VOYAGER				
						'PLASTIC-LIKE' COATING ON PISTON EXPANDS IN CYLINDER,PISTON FREEZES IN CALIPER.					
	P84233	B	780315	03270000		BRKS,HYDR-SHOE-DISC BRAKE SYSTEM		57	C	003000	095820123
					77	000305 FORD TRUCK DIV	5113 F250 4X4 PU				
						BRAKES SCREECHED AT 3000 MILES,COUPLERS HAD METAL SHAVINGS CAUSING WEA R AND NOT ALLOWING PADS TO RELEASE COMPLETELY.					
50044	P03073	A	771114	03271000		BRKS HYDRAULIC-DISC-CALIPER		14	C	040000	001230005
					74	000202 DODGE	0600 MONACO				
						OUTER DUST BOOT IS SPLIT SHOP CLAIMS CALIPER LOCKED UP					
40000	P02975	A	771003	03271000		BRKS HYDRAULIC-DISC-CALIPER		44	C	006851	023513001
					75	000203 PLYMOUTH	0601 VALIANT DUSTER				
						CALIPER PISTON IS PITTED ALONG LINE AROUND CIRCUMFERENCE					
	P84236	A	780324	03271000		BRKS HYDRAULIC-DISC-CALIPER		53	C	027966	022150182
					76	000204 DODGE TRUCK DIV	5304 B300				
						SHOP STATES THAT THE PLASTIC MATERIAL THAT THE PISTONS ARE MADE OF CAUSED THE RIGHT FRONT CALIPER TO FREEZE.					
30004	P04224	A	780321	03271000		BRKS HYDRAULIC-DISC-CALIPER		53	C	027966	002215018
					76	000204 DODGE TRUCK DIV	5304 B300				
						RIGHT FRONT CALIPER FROZEN.					
30004	P04224	B	780321	03271000		BRKS HYDRAULIC-DISC-CALIPER		53	C	027966	002215018
					76	000204 DODGE TRUCK DIV	5304 B300				
						LEFT SIDE CALIPER STICKING,EDGE OF PISTON IS CHIPPED,POSSIBLY FROM MAILING.					
	P83453	A	780127	03271000		BRKS HYDRAULIC-DISC-CALIPER		53	C	004000	F75216158
					77	000301 FORD DIVISION	0300 LTD				
						INSIDE OF CYL. NOT MACHINED CORRECTLY,SURFACE ROUGH CAUSING PISTON TO BIND.					
50011	P03152	B	780120	03271000		BRKS HYDRAULIC-DISC-CALIPER		57	C	041120	055805004
					73	000301 FORD DIVISION	0600 PINTO				
						BRAKE PAD EDGE OF PISTON WORN FROM CONTACT WITH ROTOR, PAD HAD FALLEN OFF.					

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50015	P03166	A	780116	03271000		BRKS HYDRAULIC-DISC-CALIPER		28	A	023995	017109006
					74	000301 FORD DIVISION	0600 PINTO				
						PISTON IS FROZEN IN CALIPER BORE,FAILURE CAUSED OPERATOR TO WRECK,$350 DAMAGE,CAR WAS STATE INSPECTED 2000 MILES AGO.				
	P84233	A	780315	03271000		BRKS HYDRAULIC-DISC-CALIPER		53	C	003000	095820123
					77	000305 FORD TRUCK DIV	5113 F250 4X4 PU				
						BRAKES SCHREECHED AT 3000 MILES,COUPLERS HAD METAL SHAVINGS CAUSING WE AR AND NOT ALLOWING PADS TO RELEASE COMPLETELY.				
20010	P03177	A	780111	03271000		BRKS HYDRAULIC-DISC-CALIPER		33	C	052000	001230005
					72	000405 PONTIAC	0705 CATALINA				
						PISTON LIGHTLY RUSTED, SHOP CLAIMS WHEEL LOCKS UP, VIBRATION.					
20010	P03177	B	780111	03271000		BRKS HYDRAULIC-DISC-CALIPER		08	C	052000	001230005
					72	000405 PONTIAC	0705 CATALINA				
						METAL PORTION OF BOOT IS RUSTED,RUBBE PORTION SPLIT.					
10019	P03113	A	771205	03271000		BRKS HYDRAULIC-DISC-CALIPER		33	C	052000	001230005
					73	000405 PONTIAC	0705 CATALINA				
						CALIPER SEAL SHOWS SLIGHT TRACES OF RUST					
	P02935	B	770921	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		57	C	000000	015063169
					75	000101 AMERICAN MOTORS DV	0500 HORNET				
						BRAKE SHOES WORE OUT DUE TO RESTRICTED LINE					
50040	P04685	A	780609	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		58	C	035301	F60085155
					77	000202 DODGE	0801 ASPEN SW				
						FOREIGN MATTER IN ONE PAD CAUSED EXTENSIVE DAMAGE TO ROTOR AND UNEVEN WEAR ON PAD.					
50042	P03029	A	771025	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		44	C	063000	001230005
					72	000203 PLYMOUTH	0415 GRAN FURY				
						PADS ARE WORN EVENLY TO POINT OF REPLACEMENT LININGS ARE BONDED TO PLATE					
30013	P03166	B	780116	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		57	A	023995	017109006
					74	000301 FORD DIVISION	0600 PINTO				
						BRAKE LINING EXCESSIVELY WORN INTO RIVETS,CALIPER HAD FROZE,ACCIDENT. STATE INSPECTION 2000 MILES PREVIOUS.				

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50014	P03949	B	780308	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000301 FORD DIVISION	0800 TORINO	58	C	050540	089104010
					PADS WORN EXCESSIVELY CAUSED EXCESSIVE WEAR TO ROTOR.					
50014	P02942	B	770923	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000301 FORD DIVISION	0807 GRAN TORINO WAGON	50	C	000000	046219002
					EXCESSIVE WEAR OF PADS. WORN TO RIVETS WHICH SCARRED DISC					
50038	P03004	B	771013	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000301 FORD DIVISION	0807 GRAN TORINO WAGON	37	B	000000	046219002
					PADS WORN UNEVENLY					
50040	P04692	A	780609	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000401 BUICK	0300 CENTURY	03	C	055000	P75240172
					RIVETS APPEAR TO HAVE CRACKED THE LINING AND THE PAD BROKE IN PIECES.					
40008	P02999	A	771020	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 70 000401 BUICK	0600 RIVIERA	50	B	034455	001230005
					INSIDE PADS WORN TO BACKING - SUSPECT BOTH FRONT CALIPERS FROZE IN SLIDES. 1/2 TO 3/4 PAD LEFT ON BOTH OUTER PADS					
30024	P04221	A	780321	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000402 CADILLAC	0300 ELDORADO	57	C	000000	089104010
					LEFT FRONT PADS EXCESSIVELY WORN.LINING COMPLETELY WORN OFF.					
40008	P02955	A	770907	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000403 CHEVROLET	0100 CAMARO	37	C	045000	001230000
					SHOP CLAIMS GRINDING IN FRONT WHEELS. PADS ARE WORN EVENLY, NO CRACKS. WEAR IS DOWN TO WEAR INDICATOR ALERT LEVEL					
50000	P02873	A	770815	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000403 CHEVROLET	0300 CAPRICE	40	B	010000	048152049
					PAD IS PARTIALLY SEPARATED FROM PLATE - NOT WORN EXCESSIVELY - BONDED					
50000	P02877	A	770808	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000403 CHEVROLET	0300 CAPRICE	50	B	080000	001230005
					INBOARD PADS EXCESSIVELY WORN - ONE TO PLATE AND OTHER TO RIVETS					

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50038	P04642	A	780501	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		37	C	000000	051106004
					70	000403 CHEVROLET	0800 MONTE CARLO				
						RIVETS LOOSE FASTENING PADS TO METAL BACKING,I.D.NUMBER 7288					
30000	P02847	A	770808	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		50	B	071600	055406051
					70	000405 PONTIAC	0610 TEMPEST LE MNS GTO				
						LINING COMPLETELY WORN AWAY - METAL TO METAL CONTACT WITH ROTOR					
20011	P03177	C	780111	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		55	C	052000	001230005
					72	000405 PONTIAC	0705 CATALINA				
						INBOARD AND OUTBOARD PADS SHOW UNEQUAL WEAR,BOTH RIGHT AND LEFT. SHOP CLAIMS WHEEL VIBRATION AND WHEEL LOCK UP.					
30000	P02848	A	770808	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		44	B	051000	055406051
					76	000407 CHEVROLET TRUCK DV	5700 PICK UP MODELS				
						LINING EXCESSIVELY WORN - DOWN TO PLATE AT ONE END					
30008	P02931	A	770907	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		44	C	000000	055406051
					70	100401 OPEL DIVISION	0000 OPEL DIVISION				
						LINING WORN FROM PLATE					
30000	P02846	A	770808	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		44	B	065414	055406051
					73	160601 TOYOTA DIVISION	0000 TOYOTA DIVISION				
						#M33SEE LINING WORN TO PLATE					
30000	P02834	A	770727	03272000		BRKS HYDRAULIC-DISC-PADS AND SHOES		57	B	026432	055406051
					76	160601 TOYOTA DIVISION	0000 TOYOTA DIVISION				
						BRAKE PAD SHOWS NORMAL WEAR, PAST WEAR INDICATORS					
50040	P04686	A	780609	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	035301	F60085155
					77	000202 DODGE	0801 ASPEN SW				
						FOREIGN MATTER IN BRAKE PAD CAUSED EXTENSIVE DAMAGE TO ROTOR,PADS APPEAR TO BE A REPLACEMENT RATHER THAN ORIGINAL EQUIPMENT.					
10030	P03132	A	771229	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	042111	089104010
					75	000204 DODGE TRUCK DIV	5000 DODGE TRK AND VAN				
						INNER AND OUTER FACES OF ROTOR EXCESSIVELY WORN. INNER FACE SCORED. ROTOR IS EIGHT LUG TYPE.					

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10024	P03138	A	771220	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	047269	089104010
					76	000204 DODGE TRUCK DIV	5104 D300 SWPT,UTLNE				
						ROTOR IS EXCESSIVELY WORN ON INNER AND OUTER FACINGS. ROTOR HUB HAS EIGHT LUG WHEEL BOLT PATTERN.					
50034	P03152	A	780120	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	C	041120	055805004
					73	000301 FORD DIVISION	0600 PINTO				
						INBOARD ROTOR FACING EXCESSIVELY SCORED FROM CONTACT WITH CALIPER PISTON. PADS HAD FALLEN OUT.					
50014	P03166	C	780116	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	A	023995	017109006
					74	000301 FORD DIVISION	0600 PINTO				
						BOTH INNER AND OUTER FACINGS OF ROTOR ARE SCORED FROM CONTACT WITH METAL PORTION OF PAD,CALIPER HAD FROZE,ACCIDENT.					
10030	P03949	A	780308	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		58	C	050540	089104010
					72	000301 FORD DIVISION	0800 TORINO				
						BOTH INER AND OUTER SURFACES OF ROTOR APPEAR RUSTED,INNER FACE HAS TWO GROOVES APPROX,1/4 INCH WIDE AND 1/32 1/16 INCH DEEP RUNNING AROUND.					
50010	P02890	A	770802	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	B	073361	095820123
					73	000301 FORD DIVISION	0800 TORINO				
						INNER FACE OF ROTOR SCORED FROM METAL TO METAL CONTACT					
10024	P03142	B	771221	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	028460	089104010
					74	000301 FORD DIVISION	0800 TORINO				
						ROTOR IS WORN ON BOTH INNER AND OUTER FACINGS. I.D.-06AB.					
10024	P03142	A	771221	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	028460	089104010
					74	000301 FORD DIVISION	0800 TORINO				
						ROTOR LIGHTLY RUSTED. WEAR ON INNER FACING. HUB IN GOOD CONDITION. I.D.- 06AB.					
30006	P02993	A	771017	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		08	C	000000	050265003
					76	000301 FORD DIVISION	0800 TORINO				
						ROTOR FACES SPLIT APART - SUSPECT CALIPER ASSEMBLY FROZE IN SLIDE					
50038	P03004	A	771013	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	B	000000	046219002
					73	000301 FORD DIVISION	0807 GRAN TORINO WAGON				
						CALIPER ASSEMBLY STICKING IN SLIDE					

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50014	P02942	A	770923	03273000	73	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000301 FORD DIVISION	0807 GRAN TORINO WAGON	50	C	000000	046219002
						EXCESSIVE WEAR OF PADS, WORN DOWN TO RIVETS, DISC SCORED					
30001	P02941	B	770921	03273000	69	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000303 MERCURY	0300 COUGAR	03	C	000000	084107017
						DISC BRAKE ROTOR IS BROKEN, FELL OFF WHEN SPINDLE BROKE, ROTOR IS RUSTED, INNER FACE IS THIN					
50038	P02995	A	771019	03273000	73	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000303 MERCURY	0500 MONTEGO	50	B	023000	015697025
						INSIDE ROTOR FACE BADLY WORN DUE TO PAD BACKING CONTACT					
10030	P03141	A	771212	03273000	74	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000303 MERCURY	9900 MERCURY UNKNOWN	57	C	035265	019002026
						OUTER FACING OF ROTOR SCORED, EXCESSIVELY WORN, HUB IS IN GOOD CONDITION,I, D, = 93101					
10030	P03141	B	771212	03273000	74	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000303 MERCURY	9900 MERCURY UNKNOWN	44	C	035265	019002026
						ONE PAD EXCESSIVELY WORN, THROUGH RIVETS DOWN TO METAL, SUSPECT STICKING CALIPER,					
50040	P03473	A	780127	03273000	75	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000305 FORD TRUCK DIV	5205 E150 ECON	57	C	022380	002140002
						INSIDE OF ROTOR IS WORN TWICE AS MUCH AS OUTSIDE,SHOP SAYS OWNER WAS RIDING BRAKE ALTHOUGH THERE COULD BE PROBLEMS WITH CALIPER,					
30025	P04221	B	780321	03273000	75	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000402 CADILLAC	0300 ELDORADO	58	C	000000	089104010
						BRAKE ROTOR SURFACE HAS MANY GROOVES WORN IN IT,					
20019	P02802 E70062	A	770708	03273000	71	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000403 CHEVROLET	0100 CAMARO	08	B	086000	050021021
						OUTER FACE OF ROTOR HAS 1 1/2 INCH CRACK EXTENDING TOWARD HUB FROM OUTER EDGE					
20021	P02820 E70062	A	770727	03273000	75	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 000404 OLDSMOBILE	0900 STARFIRE	50	B	020686	089104010
						.3996157: OUTER SURFACE OF ROTOR EXCESSIVELY WORN					

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40008	P03930	A	780308	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		57	C	039462	019380005
					76	000405 PONTIAC	0000 PONTIAC				
						RADIAL HEAT CRACKS ON SURFACE OF DISC,POOR BRAKING,PART ID NO 63396A19					
50036	P03153	A	780104	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		03	C	080071	054216069
					71	140501 VOLKSWAGEN DIVISN	0107 KARMAN GHIA				
						ROTOR BROKE AWAY FROM HUB COMPLETELY. ROTOR DOES NOT SHOW EXCESSIVE WEAR OR RUST.					
20006	P02991	B	771013	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		44	C	064000	083651069
					74	140502 AUDI DIVISION	0102 AUDI FOX				
						ROTOR FACING IS NOT SCORED - CLAIMS WORN BEYOND LIMITS OF NORMAL USE					
20006	P02991	A	771013	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		44	C	064000	083651069
					74	140502 AUDI DIVISION	0102 AUDI FOX				
						ROTOR IS NOT EXCESSIVELY SCORED - CLAIMS WORN BEYOND LIMITS OF USE					
50045	P03083	A	771121	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		49	C	019000	090405016
					77	140502 AUDI DIVISION	0102 AUDI FOX				
						NO WEAR FROM SCORING ROTOR IS RUSTED. SHOP CLAIMS PREMATURELY WORN.					
30013	P04487	A	780517	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		28	C	029026	022070085
					74	160201 HONDA DIVISION	0100 CIVIC				
						PART OF THE DISC BRAKE ROTOR AND ASSEMBLY FELL OFF,MAKING BRAKES INOPERATIVE.					
30027	P04487	B	780517	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		28	C	029026	022070085
					74	160201 HONDA DIVISION	0100 CIVIC				
						PART OF THE DISC BRAKE ROTOR AND ASSEMBLY FELL OFF MAKING BRAKE INOP - ERATIVE					
50045	P03079	A	771115	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		50	C	046168	089104010
					73	160501 MAZDA DIVISION	0400 MAZDA RX-2				
						OUTBOARD FACE OF ROTOR SCORED SUSPECT FROM METAL TO METAL CONTACT					
20021	P02821 E70062	A	770727	03273000	BRKS	HYDRAULIC-DISC-ROTOR-DISC HUB		50	B	000000	089104010
					74	160501 MAZDA DIVISION	0500 MAZDA RX-4				
						OUTER FACE OF ROTOR SCORED - INNER FACE SHOWS INDICATIONS OF HEAT BUILD-UP					

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50045	P03084	A	771121	03273000		BRKS HYDRAULIC-DISC-ROTOR-DISC HUB		50	D	022000	090405016
					76	160601 TOYOTA DIVISION	0203 COROLLA WAGON				
						OUTBOARD SURFACE OF ROTOR IS EXCESSIVELY SCORED					
	P84466	A	780411	04150000		PRKNG EMRG BRK MECH-LINKAGES AND CABLES		30	C	002649	003103002
					78	000202 DODGE	0209 MAGNUM XE				
						PARKING BRAKE CABLE GETS CAUGHT ON SWAY BAR BRACKET CAUSING RIGHT REAR WHEEL LOCKED					
40008	P02957	A	770907	04150000		PRKNG EMRG BRK MECH-LINKAGES AND CABLES		28	C	045000	001230005
					75	000403 CHEVROLET	0100 CAMARO				
						SHOP CLAIMS CABLE WILL NOT HOLD CAR ON HILL. CABLE IS BROKEN, RUST AIDED IN WEAKENING OF CABLE					
10002	P03936	B	780313	05110000		ENGINE MOUNTS		21	C	067578	083651021
					71	000102 JEEP DIV	5102 JEEP WAGONEER				
						RUBBER PORTION OF MOUNT HAD TORN APART,THIS CAUSED EXTENSIVE RADIATOR DAMAGE.					
10002	P03936	A	780313	05110000		ENGINE MOUNTS		21	C	067578	083651021
					71	000102 JEEP DIV	5102 JEEP WAGONEER				
						RUBBER PORTION OF MOUNT HAD TORN APART THIS CAUSED EXTENSIVE RADITOR DAMAGE.					
50042	P03026	A	771025	05110000		ENGINE MOUNTS		03	C	109936	083651021
					68	000201 CHRYSLER DIV	0300 NEW YORKER				
						ENGINE MOUNT BROKE RUBBER METAL SEPARATED					
30000	P02869	A	770802	05110000		ENGINE MOUNTS		03	B	085058	017754007
					72	000201 CHRYSLER DIV	0500 NEWPORT				
						RUBBER PORTION OF MOUNT SPLIT IN TWO NEAR METAL #DCPD - RAISED UP AND STUCK THROTTLE ON LEFT SIDE					
20016	P04678	A	780509	05110000		ENGINE MOUNTS		03	C	056446	053405004
					73	000202 DODGE	0000 DODGE				
						MOTOR MOUNT BROKE,MOTOR LIFTED HIT FAN SHROUD,NO VISIBLE DEFECT.					
50043	P03040	A	771027	05110000		ENGINE MOUNTS		03	C	000000	090027012
					71	000202 DODGE	0500 DART				
						ENGINE MOUNT BROKEN RUBBER METAL SEPARATION MOUNT FROM 6 CYL ENGINE					

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50043	P03041	A	771027	05110000	ENGINE MOUNTS 72 000202 DODGE	9900 DODGE UNKNOWN	03	C	048226	090027012
					ENGINE MOUNT BROKEN RUBBER METAL SEPARATION MOUNT FROM 8 CYL ENGINE					
	P83127	A	771128	05110000	ENGINE MOUNTS 73 000203 PLYMOUTH	0400 FURY	44	C	000000	091720015
					RUBBER TO METAL BOND FAILED, ENGINE LIFTED AND PULLED VACUUM BRAKE HOSE OFF OF POWER BRAKE UNIT, PART NOT AVAILABLE					
30008	P02924	A	770908	05110000	ENGINE MOUNTS 73 000203 PLYMOUTH	0400 FURY	03	C	063240	023513001
					LEFT MOUNT, RUBBER PORTION OF MOUNT SPLIT COMPLETELY, FAN HITS RADIATOR SHROUD, RUBBER PORTION OF MOUNT WEAK					
50045	P03906	A	780227	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION	0000 FORD DIVISION	21	C	062307	060609104
					RUBBER CUSHION RIPPED APART FROM BRACKET THE REST OF ID NO 475FOMOCO					
10001	P03149	A	771209	05110000	ENGINE MOUNTS 68 000301 FORD DIVISION	0313 GALAXIE 500	03	C	087793	083651021
					SEPERATION OF RUBBER PORTION FROM METAL. I.D.- 8CAU					
20019	P02798 C4018	B	770705	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION	0313 GALAXIE 500	08	B	076302	014607007
					RIGHT MOUNT IS CRACKED WHERE RUBBER PORTION JOIN METAL #C9AA6038F AV25					
20019	P02798 C4018	A	770705	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION	0313 GALAXIE 500	03	B	076302	014607007
					RUBBER PORTION OF LEFT MOUNT SPLIT AT METAL - ENGINE TORQUED UP DAMAGE TRANSMISSION LINKAGE AND FAN SHROUD					
30002	P02912 C4018	A	770913	05110000	ENGINE MOUNTS 65 000301 FORD DIVISION	0500 MUSTANG	03	C	120000	083651021
					RUBBER PORTION OF MOUNT SEPARATED FROM METAL- #K1213					
50000	P03010	A	771014	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION	0600 PINTO	55	C	000000	023513001
					SEPERATION OF RUBBER FROM METAL, VIBRATION ON ACCELERATION, PART ID NO DIZA-.038-AO					

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10001	P03148	B	771209	05110000		ENGINE MOUNTS		03	C	074911	083651021
					64	000303 MERCURY	0200 COMET				
						SEPERATION OF RUBBER PORTION FROM METAL					
10001	P03148	A	771209	05110000		ENGINE MOUNTS		03	C	074911	083651021
					64	000303 MERCURY	0200 COMET				
						SEPERATION OF RUBBER PORTION FROM METAL. I.D.-6038HRH					
50044	P03067	A	771110	05110000		ENGINE MOUNTS		03	C	005267	075701042
					77	000305 FORD TRUCK DIV	5115 F350				
						RUBBER PORTION SEPARATE FROM METAL CLEAN SEPARATION BONDING FAILURE					
						ADDITONAL ID NUMBERS 68032 AA					
50000	P02925	A	770908	05110000		ENGINE MOUNTS		03	C	047690	023513001
					73	000401 BUICK	0305 CENTURY REGAL				
						LEFT MOUNT RUBBER PORTION OF MOUNT SPLIT COMPLETELY. FAN HITS RADIATOR					
						SHROUD - BLACK					
50000	P02900	A	770901	05110000		ENGINE MOUNTS		03	C	000000	090027012
					67	000402 CADILLAC	0000 CADILLAC				
						RUBBER PORTION OF MOUNT SEPARATED FROM METAL					
30008	P02897	A	770901	05110000		ENGINE MOUNTS		08	C	029188	090027012
					72	000402 CADILLAC	0101 CADILLAC DE VILLE				
						RUBBER PORTION OF MOUNT SEPARATED FROM METAL. RUBBER PORTION CRACKING					
						AND WEAK					
10002	P04442	A	780417	05110000		ENGINE MOUNTS		03	C	053452	014607007
					72	000402 CADILLAC	0101 CADILLAC DE VILLE				
						MOTOR MOUNT BROKEN,MOTOR LIFTED ON ACCELERATION.					
50045	P04436	A	780405	05110000		ENGINE MOUNTS		03	C	075689	083651021
					70	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER BONDING MOUNT TOGETHER SEPERATED.					
50045	P04436	B	780405	05110000		ENGINE MOUNTS		03	C	075689	083651021
					70	000403 CHEVROLET	0000 CHEVROLET				
						RUBBER BONDING MOUNT TOGETHER SEPERATED.					

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20013	P03914	A	780207	05110000	ENGINE MOUNTS 69 000403 CHEVROLET	0100 CAMARO	21	C	058170	090027012
					RUBBER CUSHION SEPERATED FROM METAL BRACKET					
50043	P03042	B	771027	05110000	ENGINE MOUNTS 66 000403 CHEVROLET	0200 CHEVELLE	03	C	078421	090027012
					ENGINE MOUNT BROKEN-RUBBER PORTION SEPARATED FROM METAL					
50043	P03042	A	771027	05110000	ENGINE MOUNTS 66 000403 CHEVROLET	0200 CHEVELLE	03	C	078421	090027012
					ENGINE MOUNT BROKEN RUBBER-METAL SEPARATION					
50039	P03912	A	780207	05110000	ENGINE MOUNTS 72 000403 CHEVROLET	0300 CAPRICE	03	C	069532	090027012
					RUBBER PORTION DETERIORATED AND PULLED AWAY FROM METAL					
40000	P02964	C	770926	05110000	ENGINE MOUNTS 71 000403 CHEVROLET	0402 NOVA	03	C	028231	039501021
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. MOUNT IS SAFETY LATCH TYPE. PART ID NO.- 3991271					
40000	P02964	B	770926	05110000	ENGINE MOUNTS 71 000403 CHEVROLET	0402 NOVA	03	C	028231	039501021
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. MOUNT IS SAFETY LATCH TYPE. PART ID NO. 3991271					
40000	P02964	A	770926	05110000	ENGINE MOUNTS 71 000403 CHEVROLET	0402 NOVA	03	C	028231	039501021
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. RUBBER SPLIT ALONG SIDES PART ID NO.- 3913498					
50038	P04662	A	780524	05110000	ENGINE MOUNTS 64 000403 CHEVROLET	9900 CHEVROLET UNKNOWN	03	C	000000	098126073
					MOUNT SHOWS NOTHING VISIBLE TO THE EYE.					
50000	P03009	B	771014	05110000	ENGINE MOUNTS 70 000405 PONTIAC	0700 BONNEVILLE	55	C	074389	023513001
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. VIBRATION AT HIGHWAY SPEED.					

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50000	P03009	A	771014	05110000	ENGINE MOUNTS 70 000405 PONTIAC	0700 BONNEVILLE	55	C	074389	023513001
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. VIBRATION AT HIGHWAY SPEED.					
50042	P03022	B	771025	05110000	ENGINE MOUNTS 71 000405 PONTIAC	0702 GRAND VILLE	03	C	066690	054130001
					RUBBER PORTION OF MOUNT CRACKED DETERIORATED RUBBER PORTION SEPARATED FROM METAL ADDIONAL ID NUMBER 478678					
50042	P03022	A	771025	05110000	ENGINE MOUNTS 71 000405 PONTIAC	0702 GRAND VILLE	03	C	066690	054130001
					RUBBER PORTION OF MOUNT CRACKED DETERIORATED RUBBER PORTION SEPARATED SUSPECT OIL CONTAMINATION					
10001	P03150	A	771209	05110000	ENGINE MOUNTS 71 000405 PONTIAC	0706 CATALINA SAFARI	03	C	081961	054130001
					SEPERATION OF RUBBER PORTION FROM METAL. SHOP CLAIMS ENGINE TIPPED TO ONE. I.D.- BLUE					
10001	P03150	B	771209	05110000	ENGINE MOUNTS 71 000405 PONTIAC	0706 CATALINA SAFARI	56	C	081961	054130001
					RUBBER PORTION OF MOUNT IS SPLIT NEAR METAL BASE, RUBBER PARTIALLY SEPERATED FROM BASE. I.D.- BLUE					
50042	P03039	B	771027	05110000	ENGINE MOUNTS 67 170101 VOLVO DIVISION	0800 VOLVO UNKNOWN	03	C	086324	090027012
					ENGINE MOUNT BROKEN RUBBER METAL SEPARATION ADDITONAL ID NO 92020-SBC					
50042	P03039	A	771027	05110000	ENGINE MOUNTS 67 170101 VOLVO DIVISION	0800 VOLVO UNKNOWN	03	C	086324	090027012
					ENGINE MOUNT BROKEN RUBBER METAL SEPARATION ADDITONAL ID NO 92020-SBC					
	P83452	A	780127	05130000	ENGINE PULLEY,CRANKSHAFT 77 000301 FORD DIVISION	0300 LTD	08	C	004000	F75216158
					PULLEY SPLIT 7/8 AROUND THE DIAMETER AT THE ALTERNATOR BELT POSITION.					
	P84721	A	780612	05130000	ENGINE PULLEY,CRANKSHAFT 78 000305 FORD TRUCK DIV	5101 F100	57	C	000648	F55343118
					FAN PULLY COMPLETELY SPLIT OPEN.RUBBED TIMING GEAR COVER AND OPENED HOLE IN COVER.					

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20019	P02800	A	770701	05130000	ENGINE PULLEY,CRANKSHAFT 77 000407 CHEVROLET TRUCK DV	5704 C30	37	C	012604	019409097
					HUB IS CRACKED ON THREE BELT PULLEY - NOISE & LOOSE BOLTS					
30004	P03163	B	780116	05130000	ENGINE PULLEY,CRANKSHAFT 74 000407 CHEVROLET TRUCK DV	5902 C20	20	C	044951	023513001
					ONE OF THREE BOLTS BROKEN AT MIDDLE OF THREADED PORTION.BOLT DOES NOT HAVE CLEAN BREAK.SUSPECT EXCESSIVE LATERAL STRESS CAUSED BOLT TO BREAK					
40003	P04228	A	780327	05130000	ENGINE PULLEY,CRANKSHAFT 00 150301 FIAT DIVISION	0000 FIAT DIVISION	03	C	000000	090027012
					CENTER OF PULLEY BROKEN OUT.FAILED PART TAG UNREADABLE.					
10019	P03119	A	771219	05140000	ENGINE FLYWHEEL 77 000204 DODGE TRUCK DIV	5308 TRADESMAN VAN	44	C	017116	092103122
					FLYWHEEL FLEXPLATE BROKE AT BOLT HOLE ON ONE EAR.					
50010	P02882	A	770808	05140000	ENGINE FLYWHEEL 76 000401 BUICK	0305 CENTURY REGAL	55	C	032514	045404009
					HUB IS CRACKED IN TWO PLACES ON A/T FLYWHEEL					
50030	P04472	A	780509	05140000	ENGINE FLYWHEEL 74 000401 BUICK	0500 LA SABRE	03	C	041001	063301003
					RING GEAR PLATE APPEARS TO HAVE BEEN DAMAGED AT AN EARLIER DATE EVIDENCE OF RUST IN SECTIONS OF BREAK.					
50033	P04433	A	780405	05140000	ENGINE FLYWHEEL 76 000401 BUICK	0600 RIVIERA	03	C	044122	012205080
					FLY-WHEEL BROKE IN HALF,REASON UNKNOWN,FLYWHEEL SAWED IN TWO PIECES? ATTEMPT TO WELD?					
50010	P02880	A	770808	05140000	ENGINE FLYWHEEL 72 000403 CHEVROLET	0200 CHEVELLE	03	C	030128	054130001
					HUB IS CRACKED OUT OF A/T FLYWHEEL					
50043	P03055	A	771104	05140000	ENGINE FLYWHEEL 74 000403 CHEVROLET	0206 CHEVELLE MALIBU	44	C	021599	012205076
					FLYWHEEL IS CRACKED AT TWO LOCATIONS AT OUTSIDE OF HUB					

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50043	P03056	A	771104	05140000	ENGINE FLYWHEEL 74 000403 CHEVROLET	0206 CHEVELLE MALIBU	44	C	021599	012205076
					FLYWHEEL IS CRACKED AT TWO LOCATIONS AT OUTSIDE OF HUB					
	P84460	A	780418	05140000	ENGINE FLYWHEEL 76 000403 CHEVROLET	1000 CHEVETTE	57	C	030000	090405159
					EXCESSIVE WEAR ON FACE OF FLYWHEEL IN CONTACT WITH CLUTCH DISC					
	P84234	A	780324	05140000	ENGINE FLYWHEEL 77 000404 OLDSMOBILE	0109 CUTLASS SUPREME	59	C	014440	076015012
					BAD WELD,NOT SPECIFIC,VEHICLE NOT IN MOTION.					
50034	P03443	A	780127	05140000	ENGINE FLYWHEEL 76 000404 OLDSMOBILE	0600 98	03	C	040032	075701042
					APPEARS AS IF STARTER PINION FAILED TO DISENGAGE PROPERLY AND STRIPPED THE TEETH ON THE FLYWHEEL.					
50012	P02987	A	771006	05150000	ENGINE-OTHER PARTS 00 000000 UNKNOWN	0000 UNKNOWN	44	C	000000	063109037
					SOME RUST IN WEIGHT AREA AND PLATE IS BENT - DELCO-REMY DISTRIBUTOR					
50012	P02987	B	771006	05150000	ENGINE-OTHER PARTS 00 000000 UNKNOWN	0000 UNKNOWN	00	C	000000	063109037
					SUSPECT DIAPHRAM SPLIT - DISTRIBUTOR VACUUM ADVANCE					
	P84675	A	780531	05150000	ENGINE-OTHER PARTS 00 000000 UNKNOWN	0000 UNKNOWN	44	C	000000	051105009
					SHOP COMPLAINS OF POOR QUALITY OF BELTS FOR POWER STEERING,FANS,ETC.					
30019	P04706	A	780609	05150000	ENGINE-OTHER PARTS 72 000203 PLYMOUTH	0000 PLYMOUTH	28	C	062000	001230005
					SWITCH DEVELOPED LEAK AT PLASTIC INSULATION.					
50031	P04422	A	780405	05150000	ENGINE-OTHER PARTS 72 000204 DODGE TRUCK DIV	5600 DGE TRK AND VN UNK	03	C	072281	053140005
					FOREIGN OBJECT IN PUMP JAMS IMPELLER AND BREAKS DRIVE SHAFT.					

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50045	P03087	A	771121	05150000		ENGINE-OTHER PARTS		44	C	028250	023513001
					75	000301 FORD DIVISION	0600 PINTO				
						ALL CAM LOBES ARE EXCESSIVELY WORN BEARING RACES IN GOOD CONDITION					
50045	P03087	B	771121	05150000		ENGINE-OTHER PARTS		44	D	028250	023513001
					75	000301 FORD DIVISION	0600 PINTO				
						ALL ROCKERS ARE WORN ON CAM CONTACT SURFACE ADDITONAL ID NUMBER (1)131;(1)143;(1)145;(1)167;(1)178;(1)141;(1)163;(1)165				
50000	P02907	A	770915	05150000		ENGINE-OTHER PARTS		44	C	027444	076012007
					75	000301 FORD DIVISION	1000 ELITE				
						PRESSURE RELIEF VALVE FROZEN-180 PSI AT IDLE-BLEW OFF TWO OIL FILTERS					
20020	P02806	A	770706	05150000		ENGINE-OTHER PARTS		44	C	040210	053140005
					74	000301 FORD DIVISION	1500 MUSTANG II				
						ALL CAM LOBES SHOW GREAT WEAR - OHC ENGINE					
20020	P02808	B	770706	05150000		ENGINE-OTHER PARTS		44	C	027450	022203030
					74	000301 FORD DIVISION	1500 MUSTANG II				
						CAM RIDING SURFACE OF ROCKER ARMS SHOW EXCESSIVE WEAR - OHC ENGINE					
20020	P02808	A	770706	05150000		ENGINE-OTHER PARTS		44	C	027450	022203030
					74	000301 FORD DIVISION	1500 MUSTANG II				
						CAM LOBES SHOW EXCESSIVE WEAR - OHC ENGINE					
40002	P04452	A	780412	05150000		ENGINE-OTHER PARTS		73	C	040000	001230005
					73	000302 LINCOLN	0102 CONTINENTAL				
						OIL SENDING UNIT FAILURE NO OIL PRESSURE READING					
30019	P04707	C	780609	05150000		ENGINE-OTHER PARTS		28	C	012000	001230005
					73	000303 MERCURY	0000 MERCURY				
						OIL PRESSURE SWITCHED DEVELOPED LEAK AROUND PLASTIC INSULATOR,SWITCH FAILED.					
50045	P03092	A	771123	05150000		ENGINE-OTHER PARTS		28	D	038459	004104003
					75	000305 FORD TRUCK DIV	5000 FRD TRUCK AND VAN				
						SHOP CLAIMS CHECK VALVE FAILURE-400 PSI, OIL PUMP FAILURE					

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50000	P02917	A	770907	05150000	ENGINE-OTHER PARTS 73 000305 FORD TRUCK DIV	5600 COURIER(MINI PU)	28	C	040000	039501021
					END OF CAMSHAFT BROKE. CAM LOBES ARE NOT EXCESSIVELY WORN. NO HOT MARKS ON CAM BEARING SURFACES					
40005	P03007	A	771011	05150000	ENGINE-OTHER PARTS 73 000401 BUICK	0000 BUICK	03	C	06065B	053405004
					POSSIBLE INTERFERENCE BETWEEN FLEXPLATE AND ENGINE BLOCK - BROKE AT CONVERTOR BOLT					
50043	P03047	A	771031	05150000	ENGINE-OTHER PARTS 74 000403 CHEVROLET	0103 CAMARO Z28	03	C	029203	003060006
					VALVE SPRING IS BROKEN					
20021	P02829	A	770718	05150000	ENGINE-OTHER PARTS 76 000404 OLDSMOBILE	0200 DELTA 88	28	C	016000	027101002
					HYDRAULIC LIFTER IS COLLAPSED - CLAIMS CAUSED BY LOSS OF OIL PRESSURE					
20021	P02828	A	770728	05150000	ENGINE-OTHER PARTS 70 140501 VOLKSWAGEN DIVISN	0107 KARMAN GHIA	33	C	071423	070002033
					CLAIMS WATER IN GAS CAUSED ENGINE TO LOCK UP - RUST EVIDENT ON WRIST PIN- PISTON					
	PB4725	A	7B0612	05150030	ENGINE VALVES, VALVE TRAIN 77 000405 PONTIAC	0612 TEMPEST	28	C	000000	044312002
					SHOP STATES- SOMETHING HAPPENED-WAS TAKEN TO DEALER-DO NOT KNOW IF CAMSHAFT FAILED OR LIFTERS FAILED.					
	P84724	A	7B0612	05150030	ENGINE VALVES, VALVE TRAIN 77 000405 PONTIAC	0612 TEMPEST	28	C	031256	044312002
					CAMSHAFT FAILED,HAD TO REPLACE CAM AND ALL LIFTERS.					
50003	P03926	A	780227	05150030	ENGINE VALVES, VALVE TRAIN 76 000407 CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN	57	C	044365	027105003
					ONE LOBE ON CAMSHAFT IS WORN COMPLETELY DOWN.CAMSHAFT RECEIVED IN TWO PIECES-POSSIBLY BROKEN DURING SHIPPING.A LIFTER WAS SENT WITH SHAFT.					
30019	P04697	B	780619	05150030	ENGINE VALVES, VALVE TRAIN 77 000407 CHEVROLET TRUCK DV	6200 T SERIES	32	C	060000	019805002
					VALVE SEALS HARDENED AND SPLIT ALLOWING OIL TO PASS INTO CYLINDER AND BURN.					

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20004	P04481	A	780517	05151000	ENGINE - TIMING GEAR & CHAIN 70 000101 AMERICAN MOTORS DV	0500 HORNET	34	C	099000	001230005
					EXCESSIVE WEAR,CHAIN BECAME LOOSE,VEHICLE JUMPED TIME,VEHICLE WILL NOT START.					
20014	P03944	A	780315	05151000	ENGINE - TIMING GEAR & CHAIN 70 000101 AMERICAN MOTORS DV	0500 HORNET	28	C	093000	001230005
					OUTER PART OF CHAIN SHOWS CAKED ON GREASE,THERE IS NO EXCESSIVE OR USUAL WEAR,WILL NOT START.					
20014	P03908	A	780209	05151000	ENGINE - TIMING GEAR & CHAIN 75 000101 AMERICAN MOTORS DV	0600 JAVELIN	58	C	046000	053140014
					VISUAL INSPECTION SHOWS TEETH ON GEAR WORN UNEVENLY					
50042	P03682	A	780207	05151000	ENGINE - TIMING GEAR & CHAIN 73 000301 FORD DIVISION	0600 PINTO	51	C	046897	023513001
					COG CONSTRUCTION BELT HAS SEVERAL TEETH MISSING MANY OTHERS ARE BREAKING LOOSE FROM BELT SHOP STATES BELT SLIPPED CAUSING ENGINE TO STOP					
40000	P02960	A	770926	05151000	ENGINE - TIMING GEAR & CHAIN 75 000301 FORD DIVISION	0603 PINTO WAGON	28	C	034000	077640085
					PLASTIC TEETH BROKE OFF CAM TIMING GEAR #69TM6A256A-B AT 55 MPH - TEETH ARE COMPLETELY STRIPPED FROM BELT DRIVEN GEAR					
20024	P04446	A	780417	05151000	ENGINE - TIMING GEAR & CHAIN 73 000303 MERCURY	0100 CAPRI	03	C	054425	094110116
					BROKEN TEETH.					
20020	P02816 C5007	A	770721	05151000	ENGINE - TIMING GEAR & CHAIN 68 000405 PONTIAC	0612 TEMPEST	03	C	073016	023513001
					TIMING CHAIN BROKE BETWEEN 2 LINKS - DOES NOT HAVE EXCESSIVE WEAR					
	P84668	A	780531	05210000	ENGINE COOLING SYSTEM-RADIATOR 76 110203 JAGUAR DIVISION	0102 XJ-6	32	C	027027	094110116
					SHOP STATES RADIATOR WAS DEFECTIVE,TANK WAS SPLIT AND LEAKING.					
40000	P02974	A	771003	05220000	ENGINE COOLING SYSTEM-HOSES 74 000401 BUICK	0600 RIVIERA	32	C	046000	060076001
					HOSE HAS SERIES OF THREE ONE INCH SPLITS ONE INCH FROM HOSE CLAMP					

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40000	P02967	A	770928	05220000		ENGINE COOLING SYSTEM-HOSES		32	C	048000	055433054
					73	000403 CHEVROLET	0800 MONTE CARLO				
						HOSE HAS SEVERAL PINHOLES THROUGHOUT LENGTH - WATER PUMP OVERHEATED					
40000	P02967	B	770928	05220000		ENGINE COOLING SYSTEM-HOSES		32	C	048000	055433054
					73	000403 CHEVROLET	0800 MONTE CARLO				
						HOSE HAS SERIES OF PINHOLES THROUGHOUT LENGTH - WATER PUMP OVERHEATED					
30009	P04651	A	780524	05220000		ENGINE COOLING SYSTEM-HOSES		32	C	013000	019805002
					77	000407 CHEVROLET TRUCK DV	5602 P20				
						PIN HOLE.					
50043	P03058	A	771107	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		44	D	042000	063109037
					69	000403 CHEVROLET	9900 CHEVROLET UNKNOWN				
						WATER PUMP IS FROM V-8 ENGINE PUMP WAS LEAKING AT SEAL OUT RUNOFF HOLE LEAKAGE RUINED BEARING					
30025	P03164	A	780116	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		34	C	065000	094022118
					69	100401 OPEL DIVISION	0000 OPEL DIVISION				
						BEARING FAILURE.WATER RUN OFF HOLE BLOCKED WITH GREASE.SUSPECT SEAL FAILURE LET WATER/COOLANT CONTAMINATE BEARING.					
20009	P04448	A	780412	05230000		ENGINE COOLING SYSTEM-PUMP,WATER		32	C	019265	089121009
					75	160401 DATSUN DIVISION	0300 DATSUN B-210				
						SEALS WORE OUT,PUMP LEAKED.					
50038	P04476	A	780512	05240000		ENGINE COOLING SYSTEM-FAN		03	C	042390	F17604203
					76	000203 PLYMOUTH	0600 VALIANT				
						FLEX FINN DETERIATED AND BROKE,THERE DOES NOT APPEAR TO BE ANY PREVIOUS DAMAGE.					
	P82896 C7024	A	770822	05240000		ENGINE COOLING SYSTEM-FAN		23	C	000000	036037023
					00	000301 FORD DIVISION	0000 FORD DIVISION				
						FLEX FAN BROKE INJURING MECHANIC - ODI NOTIFIED					
10000	P03124 C7024	A	771209	05240000		ENGINE COOLING SYSTEM-FAN		44	C	076550	012054098
					71	000301 FORD DIVISION	0300 LTD				
						ONE BLADE OF FIVE BLADE METAL FLEX FAN CRACKED AT OUTER EDGE, HIT RADIATOR, BENT. I.D.- FOMOCO G-2					

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	P83129	A	771202	05240000		ENGINE COOLING SYSTEM-FAN		44	C	000000	012054098
	C7024				71	000301 FORD DIVISION	0300 LTD				
						SHOP STATES FLEX FAN BLADE BROKE OFF , PART NOT AVAILABLE					
20020	P02812	A	770713	05240000		ENGINE COOLING SYSTEM-FAN		28	C	072093	063123002
	C7024				72	000301 FORD DIVISION	0300 LTD				
						METAL FLEX-FAN BLADE BROKE (CUT BY SHOP): #8600-AA					
50000	P02936	B	770921	05240000		ENGINE COOLING SYSTEM-FAN		03	B	011102	017104008
	C7024				76	000301 FORD DIVISION	0300 LTD				
						BLADE OF METAL FLEX FAN BROKE					
10019	P03122	A	771205	05240000		ENGINE COOLING SYSTEM-FAN		44	C	021580	044646005
	C7024				76	000301 FORD DIVISION	0301 LTD WAGON				
						BLADES ARE BENDING AND CRACKING AT OUTER END NEAR RIVETS, CRACK IS ALONG EDGE WITH BRACE, I. D.- AA, P15360					
50043	P03050	A	771102	05240000		ENGINE COOLING SYSTEM-FAN		44	C	040000	051105009
	C7024				70	000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
						ONE BLADE OF FIVE BLADE METAL FLEX FAN BROKE ALONG SUPPORT FAN HAS BEEN CUT FOR SHIPPING					
50029	P04486	A	780517	05240000		ENGINE COOLING SYSTEM-FAN		03	C	103784	084111015
					72	000301 FORD DIVISION	0313 GALAXIE 500				
						BLADES APPEAR TO HAVE HIT SOME OBJECT MAKING FAN UNBALANCED,VIBRATION CAUSE EXCESSIVE STRESS AND FAN BREAKS.					
20006	P02978	A	771003	05240000		ENGINE COOLING SYSTEM-FAN		08	C	052433	011204002
	C7024				73	000301 FORD DIVISION	0800 TORINO				
						ONE BLADE OF FIVE BLADE METAL FLEX FAN IS CRACKED IN RIVET AREA, BLADE IS STILL ATTATCHED TO FAN - #CF-D2SE 8600-AA					
30008	P02902	A	770906	05240000		ENGINE COOLING SYSTEM-FAN		44	C	000000	011204002
	C7024				75	000301 FORD DIVISION	0800 TORINO				
						ONE BLADE OF FIVE BLADE FLEX FAN SPLIT AT END- #8600AA					
30019	P04704	A	780525	05240000		ENGINE COOLING SYSTEM-FAN		14	C	095092	030309023
					72	000303 MERCURY	0500 MONTEGO				
						FAN BLADE APPEARS TO HAVE STRUCK ANOTHER OBJECT CAUSING BLADE TO BREAK					

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	P83102 C7024	A	771227	05240000	ENGINE COOLING SYSTEM-FAN 72 000303 MERCURY BAKE LITE COATING CAME OFF NEW FLEX FAN REPLACEMENT BLADE WENT THROUGH FAN SHROUD	9900 MERCURY UNKNOWN	28	C	000000	053405004
50039	P04667	A	780524	05240000	ENGINE COOLING SYSTEM-FAN 74 000303 MERCURY APPEARS METAL FATIQUE.	9900 MERCURY UNKNOWN	03	C	067000	006114089
50000	P02937 E80013	A	770921	05240000	ENGINE COOLING SYSTEM-FAN 73 000401 BUICK BLADE OF METAL FLEX FAN IS BROKEN	0300 CENTURY	03	C	073470	063103004
10000	P03123 E80013	A	771219	05240000	ENGINE COOLING SYSTEM-FAN 70 000402 CADILLAC ONE BLADE OF FIVE BLADE METAL FLEX FAN BROKE NEAR RIVETS, DAMAGED RADIATOR	0101 CADILLAC DE VILLE	44	C	065204	046619005
40000	P02961	A	770926	05240000	ENGINE COOLING SYSTEM-FAN 73 000403 CHEVROLET ONE BLADE OF SEVEN BROKE ACROSS WIDTH OF BLADE, A SECOND BLADE IS CRACKED 2 1/2 INCHES. PART ID NO. 915054C73	0206 CHEVELLE MALIBU	08	C	056515	085004002
50038	P04636	A	780505	05240000	ENGINE COOLING SYSTEM-FAN 71 000403 CHEVROLET FAN PARTLY BROKEN AT EARLIER DATE POSSIBLY REVED MOTOR MORE TORQUE BLADE SNAPPED.	0900 VEGA	03	C	053000	002746004
40007	P02951 E80013	A	770923	05240000	ENGINE COOLING SYSTEM-FAN 76 000403 CHEVROLET ONE BLADE OF FIVE BLADE HARD RUBBER FAN BROKE OFF TWO INCHES FROM INNER END OF BLADE	0902 VEGA HATCHBACK	44	C	029230	055432055
50043	P03049 E80013	A	771101	05240000	ENGINE COOLING SYSTEM-FAN 67 000405 PONTIAC ONE BLADE OF SEVEN BLADE METAL FLEX FAN BROKE NEAR RIVETS AT SUPPORT	0610 TEMPEST LE MNS GTO	44	C	030000	029405008
50022	P03163	D	780116	05250000	ENGINE COOLING SYSTEM-BELTS 74 000407 CHEVROLET TRUCK DV BELT IS BROKEN BUT NOT EXCESSIVELY WORN,BREAK IS OVER SHORT AREA,SUSPECT RESULT OF CRANK PULLEY BREAKING FROM HARMONIC BALANCER.	5902 C20	09	C	044951	023513001

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50000	P02870	A	770819	05260000	ENGINE COOLING SYSTEM-THERMOSTAT		41	C	060500	001230005
					73 000101 AMERICAN MOTORS DV	0400 GREMLIN				
					CLAIMS VEHICLE HEATS UP AND BOILS OVER IN TRAFFIC - DOLE THEMOSTAT NOT RUSTED					
40002	P04445	A	780417	05260000	ENGINE COOLING SYSTEM-THERMOSTAT		41	C	058000	094110116
					70 000402 CADILLAC	0100 CADILLAC CALIAS				
					THERMOSTAT LOCKED UP CAUSING ENGINE TO OVERHEAT.					
40008	P02956	A	770907	05260000	ENGINE COOLING SYSTEM-THERMOSTAT		14	C	041000	001230005
					75 000403 CHEVROLET	0100 CAMARO				
					SHOP CLAIMS VEHICLE HEATS UP, THERMOSTAT STICKS OPEN					
30000	P02842	A	770728	05270000	ENGINE COOLING SYSTEM-OTHER PARTS		28	B	092000	001230005
					69 000201 CHRYSLER DIV	0200 300				
					TOP OF UNIT BROKEN AWAY - CLAIMS CAR HEATED UP, LIGHT DID NOT COME ON, BLEW RADIATOR					
50000	P02936 E80013	A	770921	05270000	ENGINE COOLING SYSTEM-OTHER PARTS		03	C	011102	017104008
					76 000301 FORD DIVISION	0300 LTD				
					PLASTIC FAN SHROUD BROKEN BY BROKEN PIECE OF METAL FAN BLADE					
20019	P02809	A	770711	05270000	ENGINE COOLING SYSTEM-OTHER PARTS		28	C	002038	033528036
					77 000403 CHEVROLET	0000 CHEVROLET				
					WATER PUMP PULLEY HAS INNER EDGE OF BELT "V" BROKEN OVER 90 DEGREE					
40006	P03163	C	780116	05270000	ENGINE COOLING SYSTEM-OTHER PARTS		02	C	044951	023513001
					74 000407 CHEVROLET TRUCK DV	5902 C20				
					DOUBLE GROVE PULLEY DAMAGED AT "V" OF INNER PULLEY,BENT,SUSPECT DAMAGE CAUSED BY CONTACT WITH CRANK PULLEY WHEN IT BROKE FROM BALANCER.					
	P84465	A	780417	06100000	FUEL SYSTEMS		24	C	000000	067501001
					74 150301 FIAT DIVISION	0401 128SL COUPE				
					FUEL SYSTEM FIRE UNKNOWN ORIGIN					
40003	P03157	B	780116	06112000	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		32	C	022000	027101002
					74 150301 FIAT DIVISION	0000 FIAT DIVISION				
					HOSE HAS SERIES OF SMALL CRACKS THROUGHOUT.HOSES IS RUBBER TYPE. NO VISIBLE CORD. HOSE LEAKS FUEL.					

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40003	P03157	A	780116	06112000		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		32	C	046000	027101002
					74	150301 FIAT DIVISION	0000 FIAT DIVISION				
						HOSE HAS SERIES OF SMALL CRACKS THROUGHOUT,LEAKS FUEL,HOSE IS RUBBER TYPE - NO VISIBLE CORD.					
50036	P04758	A	780619	06112000		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		32	C	033209	093702030
					74	170201 SAAB DIVISION	0101 99LE				
						HOSE CRACKED AND SPLIT ON SIDE AT BEND IN THE MOLD ALLOWING GASOLINE TO LEAK.					
50000	P02940 E80018	B	770921	06112000		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		12	C	024899	012590055
					74	200031 INTERNATIONAL TRCK	0100 SCOUT SERIES				
						PLASTIC FILLER TUBE HAS MELTED FROM TAIL PIPE HEAT. TUBE IS DISTORTED, FLOW RESTRICTED					
	P84716	A	780612	06113000		FUEL TANK ASSEMBLY-TANK		32	C	025698	060659011
					72	000202 DODGE	0500 DART				
						A HOLE RUSTED IN TOP OF FUEL TANK,GAS LEAKED INTO TIRE WELL IN TRUNK.					
	P84753	A	780619	06113000		FUEL TANK ASSEMBLY-TANK		32	C	000000	068510002
					73	000301 FORD DIVISION	0000 FORD DIVISION				
						FUEL TANK RUSTED THROUGH.					
	P94722	A	780616	06113000		FUEL TANK ASSEMBLY-TANK		32	C	000000	068510002
					70	000403 CHEVROLET	0000 CHEVROLET				
						GAS TANK IS PLACED ON ITS SIDE ALLOWING WATER TO SETTLE AND SATURATE EXPOSED SEAM,TANK LEAKED,FUMES IGNITED CAUSING EXPLOSIION.					
	P84754	A	780619	06113000		FUEL TANK ASSEMBLY-TANK		32	C	000000	068510002
					73	000403 CHEVROLET	0000 CHEVROLET				
						FUEL TANK RUSTED THROUGH.					
50036	P04752	A	780619	06113000		FUEL TANK ASSEMBLY-TANK		32	C	035435	068510002
					73	150301 FIAT DIVISION	0300 124				
						BOTTOM OF FUEL TANK IS RUSTED AND TORN THROUGH AT SEAM.					
	P84671	A	780531	06113000		FUEL TANK ASSEMBLY-TANK		32	C	058976	093725039
					70	160601 TOYOTA DIVISION	0304 CORONA DELUXE				
						MOISTURE ACCUMULATES IN TRUNK CAUSING RUST OUT OF GAS TANK ALLOWING FUEL TO ACCUMULATE IN TRUNK, COULD RESULT IN FIRE.					

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50020	P04225	A	780327	06114000	FUEL TANK ASSEMBLY-GAUGE,FUEL 69 000201 CHRYSLER DIV	0300 NEW YORKER	44	C	000000	090027012
					FLOAT IS CRUSHED,NO OTHER VISIBLE DAMAGE,INCORRECT READING.					
50001	P04227	A	780327	06114000	FUEL TANK ASSEMBLY-GAUGE,FUEL 69 000202 DODGE	0500 DART	44	C	000000	090027012
					FLOAT IS CRUSHED,SPILLED BRAKE FLUID MADE FAILED PART TAG DIFFICULT TO READ.					
20002	P03669	A	780210	06120000	FUEL EMISSION CONTROL 74 000303 MERCURY	0000 MERCURY	53	C	061675	D40216035
					EXCESSIVE CARBON BUILD UP ON VALVE POSSIBILITY CAUSING RESTRICTION THE REST OF ID NO AFORDLS704049333031					
50000	P02940 E80018	A	770921	06120000	FUEL EMISSION CONTROL 74 200031 INTERNATIONAL TRCK	0100 SCOUT SERIES	12	C	024899	012590055
					GAS EVAPORATIVE EXPANSION TANK HAS MELTED FROM TAIL PIPE HEAT, TANK IS DISTORTED					
	P83180 E70021	A	780123	06123000	FUEL EMISSION CONTROL-CANISTER 75 110202 TRIUMPH DIVISION	0100 TRIUMPH	25	C	052000	080906093
					FUEL VAPOR CANISTER CAUGHT FIRE, BURNED, CAUSE - PART WAS NOT REPLACED UNDER ROUTINE MAINTENENCE.					
50045	P03097	A	771110	06123000	FUEL EMISSION CONTROL-CANISTER 74 150301 FIAT DIVISION	0300 124	24	A	027735	090723119
					FUEL VAPOR CANISTER HAS BURNED, UPPER CHAMBER IS EXTENSIVELY DAMAGED, SHOP CLAIMS MOUNTED TOO CLOSE TO EXHAUST MANIFOLD					
	P84673	A	780531	06130000	FUEL LINES FITTINGS AND PUMP 77 000202 DODGE	0600 MONACO	57	C	016000	068510002
					RIGHT SIDE FRAME WHERE FUEL LINE & EMERGENCY BRAKE ROD INTERSECT RUBS HOLE IN FUEL LINE.					
50011	P02997	A	771020	06131000	FUEL LINES,METALLIC 70 000201 CHRYSLER DIV	0500 NEWPORT	44	C	072000	001230005
					STEEL LINE RUSTED THROUGH CAUSING LEAKS AND POOR MPG/HARD STARTING					
50040	P04681	A	760609	06131000	FUEL LINES,METALLIC 73 000403 CHEVROLET	0000 CHEVROLET	32	C	043771	003242005
					FUEL LINE RUSTED ALLOWING GAS TO LEAK.					

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30019	P04696	A	780619	06131000	FUEL LINES,METALLIC 77 000407 CHEVROLET TRUCK DV	6202 T65	57	C	055000	019805002
					CHOKE CABLE RUBBING AGAINST GAS LINE.					
50000	P02905	A	770915	06132000	FUEL LINES,HOSES,NON-METALLIC 70 000301 FORD DIVISION	0100 FAIRLANE	32	C	078680	076012007
					FUEL HOSE IS BRITTLE-SPLIT-SMALL CRACKS-LEAKS. FUEL HOSE IS AT CARB-URETOR FILTER					
50045	P03095	A	771028	06132000	FUEL LINES,HOSES,NON-METALLIC 73 000301 FORD DIVISION	0300 LTD	32	C	044037	068510001
					3/8" FUEL LINE HAS FRACTURING TYPE OF BREAK, 7" FROM END. HOSE IS NOT PLIABLE.					
30003	P03923	A	780313	06132000	FUEL LINES,HOSES,NON-METALLIC 74 000403 CHEVROLET	0316 IMPALA STATION WGN	32	C	058000	055406067
					FUEL HOSE IS SEVERLY CRACKED,SHOP STATES THIS ALLOWED TANK TO DRAIN ON GROUND,HOSE RUPTURED BELOW LEVEL OF FUEL TANK.					
50040	P04680	B	780609	06132000	FUEL LINES,HOSES,NON-METALLIC 75 000406 GMC TRUCK DIV	6600 GMC TRUCK UNKNOWN	32	C	018781	003242005
					FUEL LINE CRACKED,LEAKED GAS.					
50040	P04680	A	780609	06132000	FUEL LINES,HOSES,NON-METALLIC 75 000406 GMC TRUCK DIV	6600 GMC TRUCK UNKNOWN	32	C	018786	003242005
					FUEL LINE CRACKED,LEAKED GAS					
40001	P03001	A	771020	06132000	FUEL LINES,HOSES,NON-METALLIC 75 000407 CHEVROLET TRUCK DV	5701 C10	08	C	000000	087104018
					SUSPECT TOO GREAT AN ANGLE OF DEFLECTION - LEAKED ONTO ENGINE AT CRACK - OWNER: OLD TOWN CAR WASH					
50022	P03156	A	780116	06132000	FUEL LINES,HOSES,NON-METALLIC 74 150301 FIAT DIVISION	0400 128	32	C	023427	027101002
					SHOP CLAIMS HOSE IS LEAKING FUEL. SUSPECT SPLIT IN CENTER THIRD OF LINE. LINE IS CLOTH COVERED HOSE.					
50036	P04748	A	780619	06132000	FUEL LINES,HOSES,NON-METALLIC 73 170101 VOLVO DIVISION	0400 164	08	C	063443	068510002
					HOSE HAS SEVERAL CRACKS AND SPLITS RUNNING LENGTHWISE.					

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	P84461	A	780411	06135000		FUEL FILTER LINE		13	C	027064	066106021
					75	000101 AMERICAN MOTORS DV	0000 AMERICAN MOTORS DV				
						FUEL FILTER CLOGGED UP FROM RUST AND RESIDUE IN TANK					
20001	P04444	A	780417	06135000		FUEL FILTER LINE		32	C	039878	094110116
					76	000202 DODGE	0300 COLT				
						CRACK IN FUEL OUTLET,LEAKED.					
50021	P03158	A	780116	06135000		FUEL FILTER LINE		28	C	045000	027101002
					74	000405 PONTIAC	0705 CATALINA				
						IN TANK FILTER COLLAPSED NEAR FUEL LINE CONNECTION STOPPING FUEL FLOW.					
30012	P03937	A	780315	06136000		FUEL PUMP		43	C	060000	001230005
					73	000203 PLYMOUTH	0403 FURY III				
						PUMP IS DIRTY ON OUT SIDE AND GASKET IS TORN,LOSS OF POWER.					
40001	P03000	A	771020	06136000		FUEL PUMP		32	B	076400	087104018
					66	000403 CHEVROLET	0300 CAPRICE				
						INLET PIPE IMPROPERLY INSTALLED IN PUMP HOUSING - FELL OUT					
	P83130	A	771205	06200000		FUEL CARBURATION		77	C	000000	053402040
	C7022				00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						SHOP STATES THEY HAVE REPAIRED MANY C-P VEHICLES FOR STALLING BY RE-CALIBRATING CARBURETOR,DOES NOT GIVE ADDITIONAL INFO.					
	P83128	A	771128	06200000		FUEL CARBURATION		77	C	000000	008723101
	C7022				74	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
						SHOP STATES THAT 1974 C-P PRODUCTS STALL ON PRE-WARM AND ARE EXTREMELY DANGEROUS, 6 CYL CARS MAINLY					
	P83131	A	771201	06200000		FUEL CARBURATION		77	C	000000	044312002
	C7022				75	000203 PLYMOUTH	0200 BELVEDERE				
						OWNER REPORTS VEHICLE STALLS OR STUMBLES IN LEFT TURN PROCEEDING THROUGH INTERSECTION.					
	P93103	A	771202	06200000		FUEL CARBURATION		44	C	014800	000000000
					77	000204 DODGE TRUCK DIV	5303 B200				
						THE CAR STALLS AFTER THE FIRST 3 4 STARTS STALLS WHEN PUT IN REVERSE STALLS WHEN DRIVING NO POWER WHEN ACCELERATING AFTER DECELLERATION					

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30019	P04705	A	780609	06210000		CARBURETOR,UNKNOWN TYPE		77	C	061000	001230005
					72	000203 PLYMOUTH	0402 FURY II				
						CARBURETOR LOADING UP WITH GAS.					
20015	P04483	A	780517	06210000		CARBURETOR,UNKNOWN TYPE		77	C	000000	001230005
					74	000203 PLYMOUTH	0601 VALIANT DUSTER				
						CARB FLOATS MALFUNCTIONED ALLOWING NEEDLE VALVES TO REMAIN OPEN,FLOOD CARB.					
50036	P04761	A	780525	06210000		CARBURETOR,UNKNOWN TYPE		77	C	023745	023513001
					74	000301 FORD DIVISION	1500 MUSTANG II				
						FLOAT LOADED UP WITH GASOLINE CAUSING NEEDLE VALVE TO STAY OPEN. CARB FLOODS,CAR STALLS.					
	P04710	A	780609	06210000		CARBURETOR,UNKNOWN TYPE		28	C	042000	076012007
					74	000301 FORD DIVISION	1500 MUSTANG II				
						FLOAT LOADS UP WITH GASOLINE AND WOULD NOT LET NEEDLE VALVE CLOSE. CARBURETOR FLOODED.					
30019	P04709	A	780609	06210000		CARBURETOR,UNKNOWN TYPE		28	C	056000	076012007
					73	000303 MERCURY	0100 CAPRI				
						FLOAT LOADED UP WITH GASOLINE,WOULD NOT CLOSE NEEDLE VALVE. CARBURETOR FLOODED.					
30025	P03897	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		00	C	000000	060632062
					00	000000 UNKNOWN	0000 UNKNOWN				
						APPARENT INTERNAL MALFUNCTION SHOP STATES PULL OFF IS FAULTY CAUSING ENGINE STALL DURING WARM UP					
30004	P03896	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		44	C	000000	060632062
					00	000000 UNKNOWN	0000 UNKNOWN				
						APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT					
50021	P03901	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		44	C	000000	060632062
					00	000000 UNKNOWN	0000 UNKNOWN				
						APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT					
50013	P03900	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		44	C	000000	060632062
					00	000000 UNKNOWN	0000 UNKNOWN				
						APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT					

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50024	P03894	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		44	C	000000	060632062
					75	000301 FORD DIVISION	0300 LTD				
						APPARENT INTERNAL MALFUNCTION PLUNGER MOVES FREELY IN AND OUT					
30003	P03898	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		53	C	000000	060632062
					72	000401 BUICK	0700 SKYLARK				
						APPARENT MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT					
30000	P03895	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		44	C	021000	060632062
					74	000403 CHEVROLET	0306 BELAIR				
						APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT					
50009	P03899	A	780227	06212100		CARBURETOR,UNKNOWN TYPE-CHOKE		44	C	000000	060632062
					73	000403 CHEVROLET	0402 NOVA				
						APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT					
30003	P03919	A	780315	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	000000	054130001
					74	000101 AMERICAN MOTORS DV	0500 HORNET				
						NO VISIBLE DEFECTS,SHOP STATES FLOAT SOAKS UP GASOLINE AND CAUSES FLOO DING.					
30008	P02923 C7022	A	770901	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	011875	098270095
					75	000202 DODGE	0500 DART				
						COMPOSITION FLOAT IS SATURATED WITH GAS, FLOODS					
30031	P03159 C7022	A	780116	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	018000	027101002
					75	000203 PLYMOUTH	0600 VALIANT				
						FIBER FLOAT ABSORBS FUEL, CARB FLOODS, HESITATES ON ACCELERATION, I.D.- E58.					
50045	P03091	A	771123	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	035747	004104003
					76	000203 PLYMOUTH	0700 VOLARE				
						CELLULAR FLOAT IS SATURATED WITH GAS CARB FLOODS ADD ID NO E30					
	P83450	A	780131	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		44	C	000100	P31201134
					74	000301 FORD DIVISION	0400 MAVERICK				
						FLOAT AND/OR NEEDLE AND SEAT STICKING,AIR LEAKS IN CARB. BODY,THIS IS 3RD CARB REPLACED SINCE 1-4-78.					

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50042	P03023	A	771025	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	066280	054130001
					72	000301 FORD DIVISION	0600 PINTO				
						ENGINE FLOODS GAS LEAKS FROM CARBURETOR CELLULAR PLASTIC FLOAT HAS LOST ITS BOUYANCY					
30003	P03920	A	780315	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	036032	054130001
					74	000301 FORD DIVISION	0600 PINTO				
						EDGES OF FLOAT HAVE A FEW VERY SMALL CHIPS IN THEM,SHOP STATES FLOAT ABSORBS FUEL AND CAUSES CARBURETOR TO FLOOD.					
50036	P04742	A	780525	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	036090	094110116
					74	000301 FORD DIVISION	0600 PINTO				
						FLOAT HAS ONE CORNER CHIPPED OFF,SHOP STATES FLOAT ADJUSTMENTS WOULD NOT PREVENT STALLING SO FLOAT WAS REPLACED.					
10007	P03135	A	771229	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	038327	023513001
					74	000301 FORD DIVISION	1500 MUSTANG II				
						SHOP CLAIMS FLOAT ABSORBS GAS - FLOODING ENGINE					
20008	P04223	A	780321	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		79	C	055000	068510002
					74	000301 FORD DIVISION	1500 MUSTANG II				
						FLOAT CHIPPED AROUND EDGES AND LOOSE FROM ATTACHMENT,FLOODING CONDITIO N WITH STALLING.					
40008	P03675	A	780227	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		32	C	007752	063301003
					75	000305 FORD TRUCK DIV	5702 F600				
						THE RUBBER PORTION OF THE DIAPHRAM SHOWS EXCESSIVE WEAR CAUSING FUEL LEAKAGE					
30000	P02862 C4044	A	770808	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		26	C	047648	054130001
					69	000403 CHEVROLET	0100 CAMARO				
						COMPOSITION MATERIAL FLOAT CAUSED CARBUREATOR TO FLOOD - SUSPECT FLOAT ABSORBED GASOLINE					
50000	P03892	A	780227	06213000		CARBURETOR,UNKOWN TYPE-OTHER PART		44	C	030462	002351300
					73	000403 CHEVROLET	0900 VEGA				
						BOTTOM CORNERS OF FLOAT ARE CHIPPED AWAY SHOP CLAIMS IT IS ABSORBING GAS					
10001	P03146 C7022	A	771205	06220000		CARBURETOR,SINGLE		44	C	000000	015697025
					76	000203 PLYMOUTH	0700 VOLARE				
						SOME LEAKAGE AT AIR HORN TO BOWL GASKET,CARB THROAT BLACK-POSSIBLE BACKFIRE CONDITION,STALLING,SUSPECT INTERNAL MALFUNCTION,I.D.- 3					

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	P83019 C7022	A	771025	06223000		CARBURETOR,SINGLE-OTHER PART 75 000200 CHRYSLER MOTOR CO CHRYSLER STALL PROBLEM IN 6/8 CYL. 1975-6 DART/ASPEN/VOLARE/VALIANTS: SPRING UNDER LEAD SEAL OF RIGHT REAR CARB LOSES TENSION AT 10,000 M.	0000 CHRYSLER MOTOR CO	28	B	000000	001905029
50038	P04644	A	780501	06223000		CARBURETOR,SINGLE-OTHER PART 75 000202 DODGE FLOAT MATERIAL SEEMS TO BE POROUS AND WOULD HAVE A TENDENCY TO ABSORB GAS AND LOSE ABILITY TO FLOAT PROPERLY AND CLOSE NEEDLE VALVE.	0500 DART	26	C	000000	051106004
10007	P03136 C7022	A	771229	06223000		CARBURETOR,SINGLE-OTHER PART 76 000202 DODGE SHOP CLAIMS FLOAT ABSORBS GAS - CARB FLOODS OVER ID - 31.	0800 ASPEN	26	C	016572	023513001
50038	P04641	A	780501	06223000		CARBURETOR,SINGLE-OTHER PART 74 000203 PLYMOUTH FLOAT MATERIAL SEEMS TO BE POROUS AND WOULD HAVE A TENDENCY TO ABSORB GAS LOSE ABILITY TO FLOAT PROPERLY AND CLOSE NEEDLE VALVE.ID-41.	0601 VALIANT DUSTER	77	C	000000	051106004
50044	P03059	A	771109	06223000		CARBURETOR,SINGLE-OTHER PART 70 000301 FORD DIVISION ACCELERATOR PUMP ELONOMIZER DIAPHRAM STIFF BUT NOT SPLIT. SHOP CLAIMS POOR PERFORMANCE	0400 MAVERICK	44	C	061829	001230005
50038	P04639	A	780505	06223000		CARBURETOR,SINGLE-OTHER PART 00 000301 FORD DIVISION FLOAT TO PORIUS,SOAKS UP GAS AND BECOME TO HEAVY TO CLOSE NEEDLE VALVES CAUSING CARBURETOR TO FLOOD.	0603 PINTO WAGON	26	C	040860	012205080
50038	P04640	A	780505	06223000		CARBURETOR,SINGLE-OTHER PART 74 000301 FORD DIVISION FLOAT SOAKS UP GAS BECOMES HEAVY WILL CLOSE NEEDLE VALVE CARBURETOR FLOODS.	1504 MUSTANG II 2+2 MPG	26	C	047000	012205080
30003	P04451	A	780412	06230000		CARBURETOR,DOUBLE 73 000201 CHRYSLER DIV CARBURETOR DIRTY CAUSING STALLING POOR ACCELERATION AND MILEAGE	0500 NEWPORT	44	C	053000	001230005
30003	P04453	A	780412	06230000		CARBURETOR,DOUBLE 73 000203 PLYMOUTH CARBURETOR FLOODS OUT VEHICLE STALLS POOR MILEAGE	0400 FURY	44	C	060000	001230005

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20007	P03160	A	780104	06230000	CARBURETOR,DOUBLE 74 000403 CHEVROLET	0902 VEGA HATCHBACK	26	C	044192	012054098
					SHOP CLAIMS CRACK IN FLOAT CHAMBER, CAUSING FLOODING. HOLLEY.					
50002	P03178	A	780111	06233000	CARBURETOR,DOUBLE-OTHER PART 72 000201 CHRYSLER DIV	0500 NEWPORT	44	C	072000	001230005
					VERY SLIGHT WEAR ON NEEDLE AND SEAT,ACCELERATOR PUMP APPEARS GOOD CONDITION,SHOP CLAIMS STALLING, POOR MILEAGE, HARD STARTING.					
30000	P02845	A	770728	06233000	CARBURETOR,DOUBLE-OTHER PART 73 000201 CHRYSLER DIV	0500 NEWPORT	44	C	055000	001230005
					SOME WEAR ON NEEDLE VALVE - CLAIMS CARB FLOODED & POOR PERFORM					
40002	P04454 C7022	A	780412	06233000	CARBURETOR,DOUBLE-OTHER PART 75 000201 CHRYSLER DIV	0500 NEWPORT	28	C	040000	001230005
					CHOKE PULL OFF FAILURE CARB FLOODS CAUSING CAR HARD TO START POOR MILEAGE					
50004	P04656	A	780512	06233000	CARBURETOR,DOUBLE-OTHER PART 74 000202 DODGE	0500 DART	26	C	011389	048224014
					FLOATS ABSORB GAS,FAILS TO CLOSE NEEDLE VALVE CARBURETOR FLOODS OVER STALLS ENGINE POSSIBLE FIRE HAZARD.					
50044	P03071	A	771114	06233000	CARBURETOR,DOUBLE-OTHER PART 74 000202 DODGE	0600 MONACO	44	C	040000	001230005
					ACCELERATOR PUMP DIAPHRAM STIFF					
50000	P02872	A	770819	06233000	CARBURETOR,DOUBLE-OTHER PART 74 000202 DODGE	0600 MONACO	44	C	028000	001230005
					CLAIMS CARB FLOODS / POOR MPG / HARD STARTING / STALLS - FLAT SPOT ON TAKE OFF. CARB COMPONENTS APPEAR OK - SUSPECT DIRT.					
10019	P03114	A	771205	06233000	CARBURETOR,DOUBLE-OTHER PART 72 000203 PLYMOUTH	0403 FURY III	44	C	000000	001230005
					ACCELERATOR PUMP DIAPHRAM HARD,SLIGHTLY DISTORTED. NEEDLE AND SEAT GOOD. SHOP CLAIMS STALLING ON ACCELERATION,POOR MILEAGE					
30003	P03942	A	780315	06233000	CARBURETOR,DOUBLE-OTHER PART 73 000203 PLYMOUTH	0403 FURY III	77	C	060000	001230005
					GASKETS SHOW SOME WEAR;STALLING AT LOW SPEED ACCELERATION.					

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50038	P04679	A	780512	06233000	CARBURETOR,DOUBLE-OTHER PART 74 000301 FORD DIVISION	1500 MUSTANG II	26	C	000000	048224014
					FLOAT ABSORBS GAS WILL NOT CLOSE NEEDLE VALVE,CARBURETOR FLOODS OVER STALLS ENGINE POSSIBLE FIRE HAZARD.					
20011	P03685	A	780210	06233000	CARBURETOR,DOUBLE-OTHER PART 74 000305 FORD TRUCK DIV	5113 F250 4X4 PU	49	C	026327	057754008
					SPACER PLATE IS BADLY CORRODED AND BRITTLE EXHAUST ATE THROUGH SPACER					
30003	P03943	A	780315	06233000	CARBURETOR,DOUBLE-OTHER PART 71 000403 CHEVROLET	0200 CHEVELLE	77	C	062000	001230005
					GASKETS FROM CARB WORN,WEATHERED AND BREAKING.STALLING,POOR MILEAGE AND HARD STARTS RESULTED.					
50044	P03060	A	771109	06233000	CARBURETOR,DOUBLE-OTHER PART 77 000403 CHEVROLET	0300 CAPRICE	44	D	089000	001230005
					SLIGHT WEAR ON NEEDLE INLET FILTER DIRTY ACCELERATOR PUMP, SHOP CLAIMS POOR PERFORMANCE- FLOODING					
40002	P03467	A	780127	06233000	CARBURETOR,DOUBLE-OTHER PART 72 000405 PONTIAC	0705 CATALINA	44	C	070000	001230005
					VISUAL INSPECTION SHOWS WEATHERING OF THE GASKETS,NO OTHER VISUAL DE-FECTS.CARB WAS REBUILT BECAUSE OF POOR PERFORMANCE.					
50000	P02871	A	770819	06233000	CARBURETOR,DOUBLE-OTHER PART 72 000405 PONTIAC	0709 GRAND SAFARI	44	C	062000	001230005
					CLAIMS VEHICLE FLOODS / HARD STARTING / POOR MPG / STALLS - NEEDLE VALVE TIP WORN AND ACCELERATOR PUMP DIAPHRAM STIFF					
50038	P04643	A	780501	06243000	CARBURETOR,FOUR-BARREL-OTHER PART 73 000300 FORD MOTORS CO	0000 FORD MOTORS CO	04	C	045428	051106004
					CARBURETOR BASE PLATE OVER HEATED IN THE EGR VALVE SECTION CAUSING A VERY BAD EXHAUST LEAK.					
50028	P03903 C4044	A	780227	06243000	CARBURETOR,FOUR-BARREL-OTHER PART 70 000403 CHEVROLET	0000 CHEVROLET	26	C	000000	017104008
					NO VISIBLE DEFECTS SHOP STATES FLOAT IS SATURATED CAUSING FLOODING					
	P84230 C8001	A	780310	06310000	FUEL INJECTION,UNKNOWN TYPE 00 000402 CADILLAC	0400 SEVILLE	72	C	000000	011581115
					POSSIBILITY OF FIRE DUE TO FUEL INJECTION SYSTEM BEING VERY CLOSE TO DISTRIBUTOR,SPARK COULD CAUSE FIRE.					

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10019	P03107	C	771205	06327000		FUEL INJECTION,ELECTRIC-INJECTOR 74 170101 VOLVO DIVISION SHOP CLAIMS NOZZLE LEAKS AT BASE	0400 164	32	C	040000	030313097
10019	P03107	B	771205	06327000		FUEL INJECTION,ELECTRIC-INJECTOR 74 170101 VOLVO DIVISION SHOP CLAIMS LEAKS GASOLINE AT BASE	0400 164	32	C	040000	030313097
10019	P03107	A	771205	06327000		FUEL INJECTION,ELECTRIC-INJECTOR 74 170101 VOLVO DIVISION NOZZLE LEAKS GASOLINE AT PLASTIC / METAL BASE. I.D. - 424	0400 164	32	C	040000	030313097
10019	P03106	A	771205	06327000		FUEL INJECTION,ELECTRIC-INJECTOR 75 170101 VOLVO DIVISION SHOP CLAIMS NOZZLE LEAKS AT PLASTIC/METAL BASE SPRAYING GASOLINE ON ENGINE. BOSCH INJECTOR. I.D.- 425	0400 164	32	C	029000	030313097
	P84676	A	780531	06400000		THROTTLE LINKAGES AND CONTROL 70 000301 FORD DIVISION THROTTLE SHAFT LEAK. POSSIBLE MANIFOLD FIRE.	0400 MAVERICK	44	C	076501	009404056
	P94714	A	780616	06400000		THROTTLE LINKAGES AND CONTROL 71 000403 CHEVROLET VEHICLE 'TOOK OFF' WHEN PLACED IN DRIVE AND HIT WALL - DUE TO STICKING ACCELERATOR.	0206 CHEVELLE MALIBU	79	C	012660	022152185
50026	P04663	A	730524	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 65 000301 FORD DIVISION CABLE CASING BROKE IN TWO PLACES CAUSING CABLE TO HANG UP.	9900 FORD UNKNOWN	03	C	078387	098126073
20020	P02817	A	770721	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 72 000302 LINCOLN #ACCO RA 8518 13F CABLE BROKE AT PEDAL CONNECTION FITTING	0102 CONTINENTAL	03	C	061741	023513001
	P83451	A	780117	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 77 000303 MERCURY ACCELERATOR CABLE MISROUTED AND BINDING - REPLACE AND REROUTE CABLE. (PART NO RETURNABLE - WARRENTY ITEM). FOMOCO.	0600 MONARCH	53	C	008451	D63109109

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30000	P04661	A	780524	06430000		THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE		03	C	034629	023060012
					75	000405 PONTIAC	0600 LE MANS				
						CABLE IMPROPERLY ROUTED PLACING STRAIN ON CABLE CAUSING CABLE TO BREAK					
20007	P03168	B	780111	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	023145	095336001
					75	000101 AMERICAN MOTORS DV	0300 PACER				
						METAL TUBE IS BROKEN AT FLARE.					
20007	P03168	A	780111	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		44	C	023145	095336001
					75	000101 AMERICAN MOTORS DV	0300 PACER				
						EGR SENSOR VALVE HAS HOLE IN BACK PLATE.					
40002	P03006	A	771013	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		05	C	077938	063105001
					73	000301 FORD DIVISION	0000 FORD DIVISION				
						BURNT OUT EGR PLATE					
20011	P04218	A	780327	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		21	C	055341	090027113
					73	000301 FORD DIVISION	0500 MUSTANG				
						PLATE CRUMBLING APART APPEARS CHARRED,SHOP STATES BURNING OUT EXHAUST PASSAGES.					
50044	P03068	A	771111	06500000		EXHAUST/CRANKCASE EMISSION CONTROL DEVICES		32	C	054782	017754007
					73	000301 FORD DIVISION	9900 FORD UNKNOWN				
						EGR PLATE IS CLOGGED WITH DEPOSITS ALUMINUM PLATE EATEN AWAY EXHAUST LEAK					
50005	P04449	A	780412	06510000		EXHST/CRNKCSE EMISSION CNTRL-PUMP,AIR		05	C	024242	023513001
					77	000301 FORD DIVISION	0900 GRANADA				
						BEARING SIEZED,NO VISUAL DEFECT.					
50019	P04665	A	780524	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		05	C	056542	098126073
					73	000301 FORD DIVISION	0313 GALAXIE 500				
						EGR BLOCK OVERHEATED AND BURNED THROUGH ALLOWING GASES TO ESCAPE AND POSSIBLE FIRE HAZARD,ALSO CAUSE ENGINE TO OPERATE POORLY.					
20007	P04653	A	780524	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		05	C	000000	098126073
					74	000301 FORD DIVISION	0400 MAVERICK				
						EGR BLOCK BURN OUT LETTING GASSES ESCAPE POSSIBLE FIRE HAZARD. I.D.- 2A656					

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50038	P04652	A	780528	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		05	C	063489	098126073
					73	000301 FORD DIVISION	0800 TORINO				
						BLOCK OVERHEATED BURNED HOLE IN SIDE OF BLOCK ALLOWING GAS TO ESCAPE. I.D.- 475B1C034					
50023	P04664	A	780324	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		05	C	043638	098126073
					76	000305 FORD TRUCK DIV	5100 F SERIES(LIGHT)				
						EGR BLOCK OVERHEATED AND BURNED THROUGH ALLOWING GASES TO ESCAPE AND POSSIBLE FIRE HAZARD,AND CAUSE ENGINE TO OPERATE POORLY.					
50043	P03045	A	771028	06530000		EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE		44	C	050235	063111009
					73	000406 GMC TRUCK DIV	5404 RALLY				
						CAR BACKFIRE CAUSING DAMAGE TO EXHAUST-INTERNAL DEFECT IN DIVERTER VALVE					
30000	P02866	A	770802	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		32	C	023901	017754007
					73	000101 AMERICAN MOTORS DV	0000 AMERICAN MOTORS DV				
						MANIFOLD IS CRACKED ABOVE HEAT RISER - THIN FOUR INCHES LONG - HEAT RISER IS FROZEN - CLAIMS CASTING TOO THIN					
50037	P03167	A	780111	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		32	C	023145	095336001
					75	000101 AMERICAN MOTORS DV	0300 PACER				
						MANIFOLD IS CRACKED ONE INCH BELOW AIR INJECTION PORTS AT CYLINDERS 3 AND 4. MANIFOLD LEAKS FUMES, NOISE.					
30000	P02864	A	770818	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		37	C	072857	033577018
					68	000204 DODGE TRUCK DIV	5600 DGE TRK AND VN UNK				
						MANIFOLD IS CRACKED AT #4 CYLINDER TUBE AND MAIN COLLECTOR BODY - CRACK IS THIN EXTENDING TWO-PLUS INCHES					
50044	P03077	A	771014	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	061050	076901005
					70	000301 FORD DIVISION	0312 CUSTOM 500				
						RIGHT EXHAUST MANIFOLD FROM V-8 ENGINE CRACKED AT 134 TUBES AT COLLECT MANIFOLD IS BROKEN AT 1 AND 3 EXHAUST DEPOSITS INSIDE ARE DARK COLORED					
50043	P03054	A	771104	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	083655	095401045
					73	000303 MERCURY	0300 COUGAR				
						EXHAUST MANIFOLD IS FROM 8 CYL ENGINE MANIFOLD IS CRACKED AND BROKEN AT 2 PORT ON COLLECTOR AND CRACKED AT 3 AND 4					
50040	P04688	A	780609	06610000		EXHAUST SYSTEM-MANIFOLD,ENGINE		08	C	000000	090004013
					72	000303 MERCURY	0407 MERCURY-MARQUIS				
						MANIFOLD APPEARS TO HAVE BEEN OVERHEATED CAUSING MANIFOLD TO CRACK.					

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30000	P02865	A	770805	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	052395	023513001
					73 000303 MERCURY	0500 MONTEGO				
					SPLIT BETWEEN MIDDLE CYLINDERS - BROKE COMPLETELY IN TWO					
50036	P03916	A	780207	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	022000	090027113
					77 000403 CHEVROLET	0312 IMPALA				
					FRONT EXHAUST PORT MANIFOLD COMPLETELY BROKEN OFF SHOP STATES THIS IS A VERY COMMON PROBLEM THE REST OF ID LH					
50038	P04659	A	780524	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE		44	C	034629	023060012
					75 000405 PONTIAC	0600 LE MANS				
					DEFECT MUST BE INTERNAL NOT APPARENT FROM OUTSIDE INSPECTION.					
20020	P02805	A	770706	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	040931	023513001
					73 000407 CHEVROLET TRUCK DV	5800 SUBURBAN CARRYALLS				
					#LH MANIFOLD CRACKED & BROKE IN TWO BELOW #3 CYLINDER PORT					
40000	P02962	A	770926	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE		03	C	000000	095401045
					75 110206 MG DIVISION	0103 MG MIDGET				
					ONE TUBE ON EXHAUST MANIFOLD IS CRACKED 2 1/2 IN. FROM CENTER. MANIFOLD HAS 2 CRACKS 2 IN. FROM PIPE FLANGE, ONE ON EITHER SIDE.					
50030	P04217	A	780327	06620000	EXHAUST SYSTEM-PIPE,EXHAUST		44	C	067785	019409113
					73 000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
					INTERIOR OF PIPE WARPED AND COMING APART SHOP STATES LOSS OF POWER.					
50044	P03072	A	771114	06640000	EXHAUST SYSTEM-TAIL PIPE		03	C	098000	001230005
					69 000201 CHRYSLER DIV	0200 300				
					RUBBER STRAP OF HANGER SPLIT AT RIVET TAIL PIPE FELL					
	P84237	A	780313	06651000	CONVERTER		08	C	071000	019020002
					75 000403 CHEVROLET	0000 CHEVROLET				
					BLOWN CONVERTER,SHOP STATES THAT CHEVROLET SAYS THIS WILL HAPPEN TO VEHICLES WHICH BURN EXCESSIVE OIL.					
	P83181	A	780117	06651000	CONVERTER		41	C	000000	033161085
					76 110206 MG DIVISION	0101 MGB				
					EXCESSIVE HEAT TO FUEL LINES LEADING TO CARBURETOR - HOSES MELT. ALSO CAUSES COOLING SYSTEM HOSES TO MELT.					

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	P84235	A	780313	07100000	POWER TRAIN CLUTCH ASSEMBLY 00 500901 AMERICAN HONDA MTR CO	0000 AMERICAN HONDA MTR	79	C	007000	085202099
					VERY UNPREDICTABLE OPERATION,SOME TIMES GRAB QUITE SEVERE.OWNER HAS LO ST CONTROL AND DUMPED BIKE ON 2 OCCASIONS.					
50045	P03093	A	771127	07120000	POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE 75 000403 CHEVROLET	0900 VEGA	03	C	028233	080916086
					CLUTCH CABLE SEPARATED PULLED APART AT CRIMPED FITTING CONNECTION					
50045	P03096	A	771110	07120000	POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE 75 000404 OLDSMOBILE	0900 STARFIRE	28	C	002001	094117018
					CLUTCH CABLE IS BROKEN BETWEEN CASING & CABLE STOP ON PEDAL END. SHOP CLAIMS 4TH CABLE IN 25,000 MILES.					
30008	P02926	A	770914	07140000	POWER TRAIN CLUTCH ASM-CROSSHAFT,PIVOT 76 000305 FORD TRUCK DIV	5205 E150 ECON	03	C	033150	008611102
					CLUTCH FORK BROKE AT MID POINT. SOME WEAR AT FORK TIPS AND PIVOT BUSHING					
30008	P02926	B	770914	07150000	PWR TRN CLUTCH ASM-LEVEL,RELEASE,THROW-OUT 76 000305 FORD TRUCK DIV	5205 E150 ECON	44	C	033150	008611102
					BEARING EXCESSIVELY WORN. ACTION POOR. SOME EVIDENCE OF BINDING ON SHAFT					
40004	P03008	A	770929	07160000	PWR TRN CLUTCH ASM-HOUSING,BELL,CLUTCH 74 000406 GMC TRUCK DIV	5600 PICK UP MODELS	28	B	026124	046619005
					POSSIBLE TRANSMISSION TO ENGINE ALIGNMENT PROBLEM - DIAPHRAM CLUTCH COVER ASSEMBLY RETAINER WELD BROKE SO NO CLUTCH AFTER 12000 MILES					
	P83447 E80071	A	780118	07200000	POWER TRAIN TRANSMISSION,STANDARD-MANUAL 00 000403 CHEVROLET	1000 CHEVETTE	44	C	000000	F51110044
					PROBLEMS WITH SHIFTER SHAFTS IN STANDARD TRANSMISSION CHEVETTS. HAS REPLACED SEVERAL - DOES NOT EXPLAIN PROBLEM.					
	P83474	A	780124	07240000	PWR TRN TRNS.-UNK.TYP- 00 000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO	05	C	000000	031204007
					FRONT PUMP, 350 TRANSMISSION. PLASTIC (NYLON) SEALING RING SHRINKS (SHOULD USE METAL RING)LOSS OF PRESSURE,CAUSES CLUTCH TO BURN UP.					
20015	P04219	A	780327	07240000	PWR TRN TRNS.-UNK.TYP- 76 000403 CHEVROLET	1000 CHEVETTE	28	C	018348	002745010
					HOSE HAS WORN SPOT APPROX MID WAY,IT IS WORN THROUGH TO CENTER OF HOSE CAUSING A POSSIBLE LEAK.HOSES RUB ON THE SWAY BAR AND FAIL.ID NO 6PAMO					

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30008	P02899	A	770901	07241000	PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT 67 000407 CHEVROLET TRUCK DV 5702 C20 BROKEN GEAR SHIFT LEVER	03	C	060021	090027012
50042	P03027	A	771025	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 68 000201 CHRYSLER DIV 0300 NEW YORKER BUSHING INSIDE SHAFT EXCESSIVELY WORN - SCORED BUSHING FACE AND SHAFT	50	C	109936	083651021
	P84674	A	780531	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 77 000301 FORD DIVISION 1400 LTD II VERY ROUGH SHIFTING AND SLIPPAGE RESULTING IN LOSS OF POWER.	51	C	036500	F60085155
40000	P02965	A	770926	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 71 000403 CHEVROLET 0402 NOVA FOUR CLUTCH DISCS SHOW EXCESSIVE UNEVEN WEAR. PART REAR SEAL.	44	C	028231	039501021
30014	P03904	A	780227	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 77 000405 PONTIAC 0500 VENTURA TEETH ON PLASTIC GEAR ON GOVERNOR IS WORN EXCESSIVELY SHOP STATES TRAN FAILURE DUE TO POOR GOVERNOR DESIGN	28	C	032053	092103122
50039	P03458	A	780127	07300000	POWER TRAIN TRANSMISSION,AUTOMATIC 72 000405 PONTIAC 0705 CATALINA AUTO-TRANS. CLUTCH. SEALS WERE BENT AND BROKEN DURING REMOVAL.CLUTCH DISCS DO HAVE SOME SCORCHED SPOTS AS IF OPERATED WITHOUT FLUID.	28	C	070000	001230005
30008	P02932	A	770907	07350000	PWR TRN TRNS,AUTO-SWCH-SOLENOID,SHIFT,VAC 70 000401 BUICK 0000 BUICK PRT ID#3365. SUSPECT DIAPHRAM RUPTURED	28	C	000000	055406051
50000	P02933	A	770907	07350000	PWR TRN TRNS,AUTO-SWCH-SOLENOID,SHIFT,VAC 65 000403 CHEVROLET 0000 CHEVROLET SUSPECT DIAPHRAGM RUPTURED	28	C	000000	055406051
50042	P03036	A	771027	07400000	POWER TRAIN DRIVELINE(IND. F OR R IN LOC.) 77 000301 FORD DIVISION 0700 THUNDERBIRD END PLUG FELL OUT OF FRONT DRIVESHAFT YOKE. LEAKED TRANS. FLUID	32	C	005250	081003001

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50036	P04767	A	780609	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 66 000000 UNKNOWN	0000 UNKNOWN	57	C	010936	090027012
					INFORMATION CARD UNREADABLE,POSSIBLE U-JOINT OR MOUNT-RUBBER PORTION BROKEN.					
30019	P04707	B	780609	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 73 000303 MERCURY	0000 MERCURY	55	C	062000	001230005
					NO VISIBLE FAULT WITH U-JOINT,SHOP STATES VEHICLE VIBRATION AT ALL SPEEDS.					
10019	P03111	A	771205	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 73 000201 CHRYSLER DIV	0500 NEWPORT	55	C	054000	001230005
					ONE BEARING CAP MISSING, ONE HAS WORN NEEDLE BEARINGS, JOINT NOT EQUIP -PED WITH GREASE FITTING, SHOP CLAIMS VIBRATION IN REAR.					
50044	P03075	A	771114	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 73 000201 CHRYSLER DIV	0500 NEWPORT	44	D	054000	001230005
					BEARING ACTION ROUGH NOISE VIBRATION					
50044	P03062	A	771109	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 77 000201 CHRYSLER DIV	0500 NEWPORT	44	D	052000	001230005
					BEARING ACTION ROUGH JOINT IS SMALL CHRYSLER JOINT					
10019	P03110	A	771205	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 72 000203 PLYMOUTH	0403 FURY III	55	C	061000	001230005
					TWO BEARING CAPS BROKEN, NEEDLE BEARINGS WORN, ACTION POOR, NOISE AND VIBRATION SHOP CLAIMS					
30000	P02835	A	770727	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 73 000301 FORD DIVISION	0000 FORD DIVISION	44	C	000000	055406051
					NO BEARING OR CAPS SENT WITH JOINT - JOURNALS SHOW RUST, PIT MARKS, WEAR					
30008	P02934	A	770907	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 70 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	44	C	000000	055406051
					SOME WEAR ON U-JOINT JOURNALS, SUSPECT NEEDLE BEARINGS WORN					
	P82894	A	770822	07420000	PWR TRN DRIV INE-SHFT-CHAIN,PROPELR,DRIV 00 000305 FORD TRUCK DIV	0000 FORD TRUCK DIV	21	C	000000	036037023
					SHOP REPORTS CASES OF SPLINE FAILURES ON LARGER TRUCKS, CLAIMS USUALLY OCCURS IN STOPPED SITUATION WHEN VEHICLE IS IN REVERSE					

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	P82895	A	770822	07420000	PWR TRN DRIV INE-SHFT-CHAIN,PROPELR,DRIV		21	C	000000	036037023
					00 000407 CHEVROLET TRUCK DV	0000 CHEVROLET TRUCK DV				
					DRIVESHAFT SPLINES FAILED, DRIVESHAFT CAME LOOSE AND SEVERED REAR BRAKE LINE. EMG BRAKE WAS BAND TYPE ON REAR OF TRANS					
50042	P03035	A		07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT		32	C	072700	083706016
					76 000202 DODGE	9900 DODGE UNKNOWN				
					RUBBER PLUG IS PARTIALLY DETERIORATED FLUID LEAKS-DIFF BURNED					
30019	P04707	A	780609	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT		32	C	062000	001230005
					73 000303 MERCURY	0000 MERCURY				
					EXCESSIVE WEAR CAUSED SEAL TO LEAK.					
10020	P03014	D	771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT		50	C	087380	046112007
					74 000403 CHEVROLET	0402 NOVA				
					RACE IS SLIGHTLY SCORED					
10020	P03014	C	771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT		50	C	087380	046112007
					74 000403 CHEVROLET	0402 NOVA				
					NO ROLLER BEARINGS SENT WITH TAPERED BEARING #M802048, OUTER RACE #M80211 IS LIGHTLY PITTED					
10020	P03014	B	771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT		50	C	087380	046112007
					74 000403 CHEVROLET	0402 NOVA				
					ROLLER BEARINGS LIGHTLY SCORED AND WORN, RACE #14 IS SCORED AND PITTED BEARING #4, CONDITION WOULD PROBABLY PRODUCE NOISE					
10020	P03014	A	771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT		00	C	087380	046112007
					74 000403 CHEVROLET	0402 NOVA				
					BEARING #48A ACTION GOOD, ROLLERS NOT EXCESSIVELY WORN, RACE #10 NOT SCORED - SHOP CLAIMS FAIL					
20006	P02980	A	771003	07460000	POWER TRAIN AXLE ASSEMBLY		32	B	027640	083669038
					74 000305 FORD TRUCK DIV	5113 F250 4X4 PU				
					WHEEL HUB HAS 3/4 INCH CRACK EXTENDING FROM EDGE TO INNER BEARING RACE CAUSING LUBE TO LEAK AROUND SEAL - EIGHT LUG TYPE					
	P84457	B	780423	07460000	POWER TRAIN AXLE ASSEMBLY		32	C	020836	003103002
					77 000405 PONTIAC	0600 LE MANS				
					REAR AXLE BEARING SEALS LEAKED					

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30008	P03165	A	780120	07462000		PWR TRN AXLE ASSEMBLY-SHAFT,AXLE		03	C	042940	011204002
					72	000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
						AXLE BROKE AT TAPER NEAR FLANGE,WHEEL STUDS IN GOOD CONDITION,BEARING FOR AXLE NOT SENT BY SHOP.					
10019	P03108	A	771205	07462000		PWR TRN AXLE ASSEMBLY-SHAFT,AXLE		44	C	020000	095820123
					77	000301 FORD DIVISION	1500 MUSTANG II				
						REAR SEAL DISTORTED DURING REMOVAL. SHOP CLAIMS WRONG SEAL.					
50000	P03005	A	771013	07462000		PWR TRN AXLE ASSEMBLY-SHAFT,AXLE		03	B	000000	063105001
					75	000404 OLDSMOBILE	0100 CUTLASS				
						POSSIBLE BEARING FAILURE CAUSED AXLE TO SNAP - SLIGHT DISCOLORATION IN METAL - 40 MPH					
	P84457	A	780423	07464000		PWR TRN AXLE ASSEMBLY-SEAL,AXLE SHAFT		32	C	028687	003103002
					77	000405 PONTIAC	0600 LE MANS				
						REAR AXLE BEARING SEALS LEAKED					
	P84457	A	780423	07464000		PWR TRN AXLE ASSEMBLY-SEAL,AXLE SHAFT		32	C	020836	003103002
					77	000405 PONTIAC	0600 LE MANS				
						REAR AXLE BEARING SEALS LEAKED.					
	P84457	B	780423	07464000		PWR TRN AXLE ASSEMBLY-SEAL,AXLE SHAFT		32	C	028687	003103002
					77	000405 PONTIAC	0600 LE MANS				
						REAR AXLE BEARING SEALS LEAKED					
10002	P04419	A	780327	07470000		POWER TRAIN-OTHER PART		28	C	090104	090027012
					66	000302 LINCOLN	0102 CONTINENTAL				
						RUBBER PORTION OF MOUNTS BROKE APART.					
10026	P03929	A	780313	07470000		POWER TRAIN-OTHER PART		14	C	019200	080916086
					76	000407 CHEVROLET TRUCK DV	5502 G20				
						ARM ON END OF TUBE SLIPPED WHEN PUT IN THE PARK POS.THE VAN ROLLED BAC KWARDS					
50012	P02988	A	771006	08120000		ELECTRICAL SYSTEM BATTERY-CABLE		44	C	000000	063109037
	E80053				00	000000 UNKNOWN	0000 UNKNOWN				
						TERMINAL AND CABLE SEVERELY CORRODED (POSITIVE)					

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50036	P04750	A	780619	08120000	ELECTRICAL SYSTEM BATTERY-CABLE 73 170101 VOLVO DIVISION	0400 164	28	C	063443	068510002
					INSULATION IS BROKEN EXPOSING WIRE,WIRE IS BROKEN,RUSTY AND CORRODED.					
30024	P03681	A	780207	08220000	ELECTRICAL SYSTEM REGULATOR 76 000202 DODGE	0800 ASPEN	05	C	018068	023513001
					SHOP STATES CHARGING RATE IS TO HIGH 181/2 VOLTS AND HAS CAUSED THE HE AD LIGHTS TO BURN OUT WITH VERY LOW MILEAGE NO VISUAL DEFECTS					
20021	P02827	A	770728	08230000	ELECTRICAL SYSTEM STARTER 70 140401 MERCEDES-BENZ DIV	0102 M-B 220D	28	C	081425	070002033
					CLAIMS STARTER WOULD NOT ENGAGE - ALL TEETH IN GOOD SHAPE - SOME RUST ON SHAFT - SLIGHT WEAR ON COLLAR - #2 006 209 241					
30000	P02849	A	770808	08231000	ELECTRICAL SYSTEM STARTER MOTOR 70 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	28	C	080170	055406051
					TEETH ON DRIVE IN GOOD CONDITION - CLAIMS DRIVE IS BROKE					
30000	P02850	A	770808	08231000	ELECTRICAL SYSTEM STARTER MOTOR 70 000403 CHEVROLET	0000 CHEVROLET	28	C	081740	055406051
					(REBUILT) STARTER DRIVE TEETH ARE CHIPPED AND BROKEN					
50042	P03033	A	771026	08231000	ELECTRICAL SYSTEM STARTER MOTOR 76 000403 CHEVROLET	1000 CHEVETTE	14	C	011076	023513001
					INNER BUSHING WORN SLIPPED CAUSES JAMMING OF STARTER					
30000	P02837	A	770727	08231000	ELECTRICAL SYSTEM STARTER MOTOR 70 000404 OLDSMOBILE	0000 OLDSMOBILE	57	C	000000	055406051
					SLIGHT WEAR DETECTABLE ON VISUAL EXAMINATION OF STARTER DRIVE					
	P84739	A	780525	08240000	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-OTHER PART 76 000402 CADILLAC	0101 CADILLAC DE VILLE	08	C	000000	094110116
					STARTER END FRAME ASSEM,BUSHING LEFT OUT AT MANUFACTURER CAUSING BIND, CREATED STARTED DRAG & CRACKED OR BENT THE FLYWHEEL.					
50016	P04467 C8027	A	780405	08310000	ELECT.SYS.WIRING-HARNESS,FRONT-UNDERHOOD 75 000301 FORD DIVISION	0900 GRANADA	14	C	000000	053140005
					PROBABLE SHORT IN CONNECTOR,SHOP STATES - CHOKE CONNECTOR,CAR STALLS OUT.					

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50036	P04749	A	780619	08310000	ELECT.SYS.WIRING-HARNESS,FRONT-UNDERHOOD 74 000403 CHEVROLET	0206 CHEVELLE MALIBU	73	C	000000	068510002
					INSULATION IS CHARRED AND TORN EXPOSING WIRE.WIRE IS BROKEN IN TWO.					
30021	P04468	A	780509	08500000	ELECTRICAL SYSTEM-IGNITION 73 000403 CHEVROLET	0402 NOVA	44	C	014400	046327016
					SHAFT BUSHING UNDUELY WORN FOR LOW MILEAGE CAR.					
30019	P04697	A	780619	08500000	ELECTRICAL SYSTEM-IGNITION 77 000407 CHEVROLET TRUCK DV	6200 T SERIES	03	C	060000	019805002
					GASKET INCORRECTLY SEATED ON DISTRIBUTOR SHAFT.					
50000	P02911	A	770916	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 68 000301 FORD DIVISION	0313 GALAXIE 500	28	C	086378	029611001
					PLASTIC PORTIONS OF SWITCH HOUSING AND HARNESS BURNT AT TERMINALS-MEL- TED TOGETHER BURNT SWITCH CAUSED ENGINE TO CUT OFF WHILE DRIVING-SHORT					
50011	P03680	A	780207	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 76 000401 BUICK	0700 SKYLARK	28	C	013037	023513001
					SHOP STATES IGNITION SWITCH WOULD NOT ALLOW ENGINE TO STAY RUNNING IN THE ON POSITION NO VISUAL DEFECTS					
20017	P03466	A	780127	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND. 72 000203 PLYMOUTH	0403 FURY III	44	C	055000	001230005
					SPARK PLUG WIRES - POSSIBLE WEATHERING,NO NOTICEABLE CRACKS OR SPLITS. ID - SUPPRESSION 3-Q-73					
30018	P04482	A	780517	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND. 73 000203 PLYMOUTH	0403 FURY III	73	C	053000	001230005
					IGNITION WIRES SHORT OUT WHEN DAMP.WIRES WORN,INSULATION CRACKED.					
50044	P03061	A	771109	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND. 73 000403 CHEVROLET	0300 CAPRICE	44	C	087295	001230005
					CABLES ARE BRITTLE AND OIL SOAKED, SHOP CLAIMS POOR PERFORMANCE					
50044	P03074	A	771114	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND. 72 000403 CHEVROLET	0312 IMPALA	44	C	054000	001230005
					WIRE ARE STIFF OLD SHOP CLAIMS POOR PERFORMANCE-ADDITONAL ID NO. SUPRESSION					

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30019	P04697	D	780619	08530000	ELEC,SYS,IGNITION-WIRING,PRIMARY & SECOND, 77 000407 CHEVROLET TRUCK DV	6200 T SERIES	44	C	060000	019805002
					PLUG CONNECTORS FAULTY.					
40007	P04455	A	780412	08540000	ELEC,SYS,IGNITION-ELECTRONIC CONTROL UNIT 73 000203 PLYMOUTH	0400 FURY	44	C	060000	001230005
					HARD STARTING MOTOR WILL MISS POOR GAS MILEAGE SKIPS HARD TO START					
50036	P04738	A	780525	08540000	ELEC,SYS,IGNITION-ELECTRONIC CONTROL UNIT 76 000301 FORD DIVISION	0800 TORINO	05	C	032695	094110116
					NO VISIBLE DEFECT,SHOP STATES SHORTING ON DIST,HOUSING CAUSING UNIT TO BURN UP,ID- A1B.					
50043	P03048	A	771031	08540000	ELEC,SYS,IGNITION-ELECTRONIC CONTROL UNIT 75 000301 FORD DIVISION	0900 GRANADA	28	C	000000	080918075
					SHOP CLAIM INOPERABLE ADDITONAL ID NUMBER DSAE 12A199 A1B					
50045	P03081	A	771118	08540000	ELEC,SYS,IGNITION-ELECTRONIC CONTROL UNIT 75 000302 LINCOLN	0000 LINCOLN	28	C	021256	060616012
					NO VISIBLE EXTERNAL DEFECTS INTERNAL MALFUNCTION UNIT FAILS OVER 35MPH SOMETIMES AT LOWER SPEEDS ADD ID NO DSAE 12A199 A2A					
30000	P03464	A	780127	08550000	ELEC,SYS,IGNITION-OTHER PART 70 000101 AMERICAN MOTORS DV	0500 HORNET	44	C	065000	001230005
					ALL CONTACT POINTS ARE WORN EXCESSIVELY,APPEARS TO BE NO CRACKS IN CAP SOME WEATHERING OF WIRES.					
10019	P03115	A	771209	08550000	ELEC,SYS,IGNITION-OTHER PART 68 000101 AMERICAN MOTORS DV	0601 JAVELIN AMX	28	C	010000	020851020
					TENSION SPRING BROKE AT BEND. CAR STOPPED SUDDENLY. POINTS ARE PITTED. POINT SET FROM 8 CYL. ENGINE.					
50000	P03172	A	780111	08550000	ELEC,SYS,IGNITION-OTHER PART 76 000102 JEEP DIV	5300 CHEROKEE	44	C	019448	023513001
					ADVANCE CAUSES CAR TO RUN POORLY. ADVANCE IS MADE FROM PLASTIC,SUSPECT RUPTURED DIAPHRAM.					
20014	P03940	A	780315	08550000	ELEC,SYS,IGNITION-OTHER PART 69 000201 CHRYSLER DIV	0200 300	14	C	098000	001230005
					CAP IS DIRTY WITH CHIPS AND SCRATCHES BOTH INSIDE AND OUT,CAR SKIPS,WI LL NOT START WHEN WET,POOR MILEAGE.					

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30000	P02838	A	770727	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	000000	055406051
					72	000202 DODGE	0000 DODGE				
					COIL CASING IS DENTED - TOWER BROKEN. CLAIMS COIL LEAKING & OIL FILLED						
20014	P03939	A	780315	08550000		ELEC.SYS.IGNITION-OTHER PART		14	C	090000	001230005
					71	000203 PLYMOUTH	0403 FURY III				
					DIST.CAP IS DUSTY INSIDE AND OUT,ONE CONTACT HAS AN EDGE CHIPPED OFF IT,THERE IS A SMALL SCRATCH INSIDE CAP,CAP IS CRACKED CAUSING SHORT OU						
10019	P03112	A	771205	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	002000	001230005
					77	000203 PLYMOUTH	0700 VOLARE				
					TOP TWO TERMINALS SHOW SOME CORROSION. SHOP CLAIMS VEHICLE WILL NOT START.						
20007	P04456	A	780412	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	000000	001230005
					77	000203 PLYMOUTH	0700 VOLARE				
					SHORT CIRCUIT IN BALL AST RESISTOR CAR WILL NOT RUN OR START						
30012	P04213	A	780321	08550000		ELEC.SYS.IGNITION-OTHER PART		73	C	021298	P40218030
					77	000301 FORD DIVISION	0000 FORD DIVISION				
					PART OF INTERIOR DISINTEGRATED CAUSING PRINTED CIRCUIT TO SHORT OUT INTERMINTELLY.						
50038	P04637	A	780505	08550000		ELEC.SYS.IGNITION-OTHER PART		07	C	018575	F32304115
					77	000301 FORD DIVISION	0400 MAVERICK				
					APPEARS CAP MOVED,ROTOR STIKING PLUG CONTACTS BREAKING CAP.						
50036	P04743	A	780525	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	070949	094110116
					74	000301 FORD DIVISION	0600 PINTO				
					SPARK DELAY VALVE CLOGGED.						
50000	P03011	A	771013	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	000000	046112007
					74	000301 FORD DIVISION	9900 FORD UNKNOWN				
					SHOP CLAIMS DIES AT TIMES BUT RESTARTS OK. SUSPECT INTERNAL MALFUNCTI-ON-OVERHEATING - INADEQUATE HEAT SINK. PART #D4AE-12A199-A2A						
50036	P04744	A	780524	08550000		ELEC.SYS.IGNITION-OTHER PART		05	C	018796	094110116
					77	000302 LINCOLN	0206 MARK V				
					SHOP STATES SHORTING ON DIST.HOUSING - REPLACED CONTROL UNIT,CAUSED IT TO BURN UP.						

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50045	P03089	A	771123	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	034267	085004002
					68	000303 MERCURY	0500 MONTEGO				
						NO VISIBLE EXTERNAL DEFECTS SHOP CLAIMS BAD INTERNAL CONTACT CAUSED ENGINE NOT TO START WHEN COLD ADDITONAL ID NO C9AF-12300-B				
50045	P03089	B	771123	08550000		ELEC.SYS.IGNITION-OTHER PART		44	D	034267	085004002
					68	000303 MERCURY	0500 MONTEGO				
						POINTS ARE PITTED DEPOSIT ON OUTER EDGE OF "T" CONTACT SURFACE					
20001	P03463	A	780127	08550000		ELEC.SYS.IGNITION-OTHER PART		21	C	028000	002745010
					70	000401 BUICK	0500 LA SABRE				
						HOLD DOWN SCREWS APPEAR TOO SHORT, ONLY ABOUT 2 OR 3 THREADS GRIP OR TAKE HOLD. I.D.- PLUS.				
40008	P02958	B	770907	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	032443	001230005
					73	000402 CADILLAC	0101 CADILLAC DE VILLE				
						SHOP CLAIMS POOR PERFORMANCE, ESPECIALLY WHEN WET. SIDE CONTACTS HAVE WHITE DEPOSITS, POOR CONDUCTIVITY.				
40008	P02958	A	770907	08550000		ELEC.SYS.IGNITION-OTHER PART		28	C	032000	001230005
					73	000402 CADILLAC	0101 CADILLAC DE VILLE				
						ENGINE SKIPS - WILL NOT START SHOP CLAIMS. POINTS ARE PITTED AND OUT OF ALIGNMENT				
20014	P03465	A	780127	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	054000	001230005
					72	000403 CHEVROLET	0312 IMPALA				
						NO VISABLE FAILURE,POSSIBLE CRACK IN CAP-CONTACT POINTS SHOW LITTLE WEAR AND WIRES SHOW NO WEATHERING.CAUSES VEHICLE TO SKIP AT ALL SPEEDS				
50021	P02998	A	771020	08550000		ELEC.SYS.IGNITION-OTHER PART		14	C	053000	001230005
					72	000403 CHEVROLET	0312 IMPALA				
						TOP BUSHING WORN ON DISTRIBUTOR - ERRATIC DWELL					
20014	P03938	B	780315	08550000		ELEC.SYS.IGNITION-OTHER PART		14	C	080000	001230005
					70	000403 CHEVROLET	0800 MONTE CARLO				
						ROTOR IS CHIPPED AND SCRATCHED,CONTACT HAS SMALL TEAR,SKIPS AT ALL SPEEDS,HARD START,POOR MILEAGE.				
20014	P03938	A	780315	08550000		ELEC.SYS.IGNITION-OTHER PART		14	C	080000	001230005
					70	000403 CHEVROLET	0800 MONTE CARLO				
						INTERIOR OF CAP SPECKLED BADLY WITH WHITE GREASY DIRT,SKIPS AT ALL SPEEDS,HARD TO START,POOR MILEAGE,PART ID NO T69047				

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50013	P04475	A	780512	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	028090	017754007
					75	000403 CHEVROLET	0900 VEGA				
						COIL SEEMS TO HAVE DETERIATED AND BECOME WEAK.					
40001	P03673	A	780209	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	026597	091105033
					76	000404 OLDSMOBILE	0000 OLDSMOBILE				
						CAPACITOR OR WIRING IN HARNESS SHOTED OUT OR WAS OVER LOADED CAUSING A FIRE WHICH BURNT ALL THREE WIRES IN HARNESS AND CAPACITOR				
50000	P03013	A	771013	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	042390	046112007
					75	000404 OLDSMOBILE	9900 OLDSMOBILE UNKNOWN				
						DISTRIBUTOR SHAFT WEIGHT PIVOTS WORN					
30000	P03175	A	780111	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	037937	F21204032
					75	000407 CHEVROLET TRUCK DV	5400 CHEVY VAN SERIES				
						HOLE BURNT THROUGH CENTER OF CAP UNDER COIL, HEI SYSTEM. - DISTRIBUTOR CAP.				
30000	P03175	B	780111	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	037937	F21204032
					75	000407 CHEVROLET TRUCK DV	5400 CHEVY VAN SERIES				
						IGNITION COIL - HOLE BURNT THROUGH BOTTOM OF COIL, H.E.I. SYSTEM.					
30000	P03175	C	780111	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	037937	F21204032
					75	000407 CHEVROLET TRUCK DV	5400 CHEVY VAN SERIES				
						DISTRIBUTOR ROTOR - CENTER OF ROTOR BURNT, H.E.I. SYSTEM.					
20008	P03173	A	780111	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	023069	023513001
					76	000407 CHEVROLET TRUCK DV	5401 G10				
						SHAFT IS EXCESSIVELY WORN AT BUSHINGS,WEIGHT AREA RUSTED,WEIGHT SPRING BROKEN,WEIGHT PIVOT HOLES ELONGATED.				
30021	P03173	B	780111	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	023069	023513001
					76	000407 CHEVROLET TRUCK DV	5401 G10				
						COIL TIPS WORN FROM CONTACT DUE TO WORN DISTRIBUTOR SHAFT.					
30019	P04697	C	780619	08550000		ELEC.SYS.IGNITION-OTHER PART		44	C	060000	019805002
					77	000407 CHEVROLET TRUCK DV	6200 T SERIES				
						EXCESSIVE PLAY IN DISTRIBUTOR SHAFT CAUSING DISTRIBUTOR TO MALFUNCTION					

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30000	P02843	A	770728	09101000		SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER		28	D	059890	001230005
					73	000101 AMERICAN MOTORS DV	0400 GREMLIN				
						CLAIMS LIGHTS STAY ON HIGH BEAM - SWITCH IS CORRODED & BUTTON STUCK					
40001	P03941	A	780315	09101000		SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER		28	C	060000	001230005
					73	000203 PLYMOUTH	0403 FURY III				
						NO VISIBLE DEFECTS,POSSIBLE INTERNAL SHORT.LIGHTS GO OUT AT TIMES WHIL E DRIVING.					
40001	P03934	A	780308	09102000		SWCH-BUTTON-RING-HEAD LIGHTS		28	C	029768	017754007
					76	000202 DODGE	0801 ASPEN SW				
						NO CONTACT VERY POOR CONSTRUCTION PART ID NO 33K					
30019	P04699	A	780609	09106000		SWCH-BUTTON-RING-BRAKE LIGHTS		28	C	000000	099206069
					69	000301 FORD DIVISION	0200 FALCON				
						FAULTY STOP LIGHT SWITCH.					
30019	P04698	A	780609	09106000		SWCH-BUTTON-RING-BRAKE LIGHTS		28	C	007604	099206069
					70	000301 FORD DIVISION	0700 THUNDERBIRD				
						FAULTY STOP LIGHT SWITCH. AUTOLITE.					
50000	P02920	A	770826	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	043201	023513001
					73	000201 CHRYSLER DIV	0100 TOWN AND COUNTRY				
						NO BRAKE LIGHTS. SUSPECT SHORT IN SWITCH AT WHITE WIRE TERMINALS. SOME SIGNS OF OVERHEAT CONDITION PRESENT					
40007	P02945	A	770923	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	069881	099206096
					71	000201 CHRYSLER DIV	0300 NEW YORKER				
						BRAKE LIGHT CONNECTION WAS NOT BEING MADE IN SWITCH. SUSPECT SHORT IN SWITCH AT WHITE WIRE TERMINAL					
50000	P02910	A	770916	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	043028	029611001
					72	000201 CHRYSLER DIV	0500 NEWPORT				
						NO BRAKE LIGHTS. SUSPECT SHORT IN SWITCH AT PINK WIRE TERMINAL					
30000	P02855	A	770808	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	099206097
					71	000203 PLYMOUTH	0503 SATELLITE RD RNNR				
						CLAIMS NO TURN SIGNAL LIGHTS-HOT TO SWITCH BUT NO CURRENT FROM SWITCH INSULATION IS BURNT ON GREEN AND RED WIRE AT SWITCH					

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30019	P04700	A	780609	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	099206069
					66	000204 DODGE TRUCK DIV	5111 D150 4X2 PU				
						NO VISIBLE FAULT,PROBABLE INTERNAL DAMAGE.					
20015	P03154	A	780104	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	012257	055421026
					76	000204 DODGE TRUCK DIV	5300 B SERIES				
						SHOP CLAIMS NO TURN SIGNALS, PLASTIC TRIP IS BROKEN ON ONE SIDE OF SWITCH PLATE, I.D.- TC.					
50040	P04682	A	780609	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	025531	099206069
					73	000204 DODGE TRUCK DIV	5400 M SERIES-MOBILE HM				
						NO VISIBLE FAULT,INTERNAL SHORT IN SWITCH MOST LIKELY.					
30021	P04431	A	780405	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		73	C	023492	099206096
					69	000300 FORD MOTORS CO	0000 FORD MOTORS CO				
						PLASTIC CASE BROKEN CAUSING BAD CONNECTION,NO TURN SIGNAL LIGHTS.					
30000	P02853	A	770808	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	067932	099206097
					71	000301 FORD DIVISION	0000 FORD DIVISION				
						CLAIMS NO SIGNAL & LOOSE HOT WIRE TO HORN : NO WIRES BURNT OR BARE - SUSPECT LOOSE CONNECTION - REPLACED BATTERY ALSO					
20014	P03469	A	780127	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		73	C	078353	099206096
					73	000301 FORD DIVISION	0000 FORD DIVISION				
						APPEARANCE OF PLASTIC ASSEM.IS GOOD,BLACK WIRE LEADING TO SWITCH HAS 3/4 IN.OF INSULATION RUBBED OFF EXPOSING THE BARE WIRE.ID-13B302BASXCB					
30019	P04703	A	780609	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	070088	099206069
					73	000301 FORD DIVISION	0000 FORD DIVISION				
						NO VISIBLE DAMAGE OR FAULT,INTERNAL SHORT.					
30000	P02863	A	770808	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	069558	054130001
					71	000301 FORD DIVISION	0300 LTD				
						CLAIMS NO SIGNAL LIGHTS - NO BURNT/BARE/BROKEN WIRES, SUSPECT SHORT #D2AA 13B302-AB SXB TC					
30019	P04701	A	780609	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	078665	099206069
					72	000301 FORD DIVISION	0300 LTD				
						NO VISIBLE DAMAGE,INTERNAL FAULT,ID - BBSXC.					

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40001	P03917	A	780315	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	038333	054130001
					73	000301 FORD DIVISION	0300 LTD				
						NO VISIBLE DEFECTS POSSIBLE SHORT NO SIGNAL LIGHTS FRONT OR REAR,REST OF PART ID NUMBER AASXBTC					
40007	P02948	A	770923	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	023053	099206096
					75	000301 FORD DIVISION	0300 LTD				
						SHOP CLAIMS NO TURN SIGNAL LIGHTS. SUSPECT SHORT IN SWITCH. WIRES ARE INTACT -BASXCBP					
50000	P02922	A	770901	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	035000	098270095
					72	000301 FORD DIVISION	0301 LTD WAGON				
						SHOP CLAIMS TURN SIGNALS QUIT. SUSPECT SHORT IN SWITCH #13B302-BB					
40000	P02973	A	771003	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	044168	063301003
					72	000301 FORD DIVISION	0313 GALAXIE 500				
						SHOP CLAIMS NO SIGNALS. SUSPECT SHORT IN SWITCH. PART ID NO.- FORD D2AA 13B302-AB SXB TC					
20014	P04429	A	780405	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		73	C	021819	099206096
					66	000301 FORD DIVISION	0500 MUSTANG				
						AT TIMES NO LEFT TURN OR BRAKE LIGHTS.SEVERAL WIRES APPEAR MASHED OR BROKEN.COULD CAUSE BAD CONNECTION.					
40007	P02946	A	770923	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	100999	099206096
					67	000301 FORD DIVISION	0500 MUSTANG				
						SHOP CLAIMS NO BRAKE LIGHTS. SUSPECT SHORT IN SWITCH -DBP					
10019	P03121	A	771204	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	081207	023513001
					71	000301 FORD DIVISION	0600 PINTO				
						PLASTIC ON SWITCH AT FLASHER SWITCH IS MELTED. SHOP CLAIMS NO HAZARD, STOP,OR SIGNAL LIGHTS. I.D.- B302-AB SXB TC					
20009	P03468	A	780127	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	044642	099206096
					73	000301 FORD DIVISION	0700 THUNDERBIRD				
						EXTERIOR APPEARANCE OF SWITCH HAS NO CRACKS OR BAD WIRING. SHOP STATES NO REAR SIGNALS,POSSIBLE INTERNAL FAILURE.					
40000	P02972	A	771003	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	058212	063301003
					73	000301 FORD DIVISION	0800 TORINO				
						SHOP CLAIMS NO SIGNAL LIGHTS. SUSPECT SHORT IN SWITCH. PART ID-13B302-CB SXB TC					

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50040	P04683	A	780609	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	099206096
					73	000301 FORD DIVISION	0800 TORINO				
						NO VISIBLE DEFECT,POSSIBLE INTERNAL SHORT,ID -B302CBSXBTC.					
50002	P04428	A	780405	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	034083	099206096
					74	000301 FORD DIVISION	0800 TORINO				
						PART FAILURE HIDDEN,POSSIBLE INTERNAL SHORT,SHOP STATES NO TURN SIGNAL.					
40007	P02947	A	770923	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	039233	099206096
					73	000301 FORD DIVISION	1500 MUSTANG II				
						SUSPECT SHORT AT GREEN/PINK WIRE. SHOP CLAIMS NO FRONT OR REAR TURN SIGNAL LIGHTS -AASXBBP					
40007	P02949	A	770923	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	064246	099206096
					73	000302 LINCOLN	0200 MARK IV				
						SHOP CLAIMS NO TURN SIGNAL LIGHTS EITHER SIDE. SUSPECT SHORT IN SWITCH WIRE-AFSXCBP					
30000	P02854	A	770808	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	000000	099206097
					69	000303 MERCURY	0000 MERCURY				
						CLAIMS NO SIGNALS INSULATION MELTED ON GREEN WIRE AT SWITCH					
40001	P03928 E80055	A	780313	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	038157	080916086
					76	000303 MERCURY	0100 CAPRI				
						RUBBER INSULATION HAS PARTILY COME OFF ONE WIRE POSSIBLY CAUSING A SHO RT,DIRECTIONAL LIGHTS WOULD NOT WORK AND HORN. ID NO.65072EB13335AA.					
20002	P04215	A	780327	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	090818	063301003
					72	000303 MERCURY	0500 MONTEGO				
						NO VISIBLE DEFECTS,POSSIBLE SHORT,SHOP STATES NO SIGNAL FUNCTION. PART ID NUMBER CBSXBTC.					
50040	P04684	A	780609	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		73	C	046746	099206069
					69	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						WIRE BROKE AT SWITCH CONTACT CAUSING ELECTRICAL SHORT,ID-B302BBPE.					
40007	P02950	A	770923	09110000		SWCH-BUTTON-RING-TURN SIGNAL LIGHTS		28	C	039859	099206096
					71	000305 FORD TRUCK DIV	5200 ECONOLINE SERIES				
						SHOP CLAIMS NO TURN SIGNALS. SUSPECT SHORT AT BLUE WIRE TERMINAL					

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50023	P04430	A	780405	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS			28	C	000000	099206096
					69	000403 CHEVROLET	0000 CHEVROLET				
					NO VISIBLE REASON FOR BAD CONNECTION,SUSPECT BAD CONNECTION INTERNAL. SHOP STATES TURN SIGNAL SWITCH,NO BRAKE LIGHTS.						
30019	P04702	A	780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS			28	C	098466	099206069
					66	000406 GMC TRUCK DIV	5600 PICK UP MODELS				
					NO VISIBLE DAMAGE OR FAULT,INTERNAL SHORT.						
20007	P03470	A	780127	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS			28	C	086858	099206097
					73	200031 INTERNATIONAL TRCK	0203 1700				
					WIRING APPEARS OK, PLASTIC ASSEMBLY IS A LITTLE DISTORTED AS IF IT COULD HAVE BEEN EXPOSED TO HEAT DUE TO SHORT, ID- 98-C91						
50042	P03034	A	771026	09114000	SWCH-BUTTON-RING-REFLECTIVE LIGHTS			44	C	052424	023513001
					71	000301 FORD DIVISION	0307 LTD CNTRY SQUIRE				
					HEAVY BLUE POWER WIRE LOOSE ON RIVET-POOR CONTACT INTERMITENT OPERATIO OF TURN SIGNAL ADDITONAL ID NO DZAA SX8 TC						
30000	P02867	A	770802	09200000	LAMP OR SOCKET-UNSPECIFIED LIGHT			28	D	023901	017754007
					73	000101 AMERICAN MOTORS DV	0000 AMERICAN MOTORS DV				
					CLAIMS LIGHT UNIT TL-127-3 USES POOR CONDUCTOR (HARD TO BUY)						
30000	P02841	A	770728	09200000	LAMP OR SOCKET-UNSPECIFIED LIGHT			28	D	059984	001230000
					73	000101 AMERICAN MOTORS DV	0400 GREMLIN				
					LICENCE PLATE UNIT BURNT OUT - CONNECTION SIGHT CORRODED #SAEL69TL1271						
30024	P04471	B	780512	09203000	LAMP OR SOCKET-SIDE MARKER LIGHTS			73	C	040383	017754007
					74	000404 OLDSMOBILE	0100 CUTLASS				
					SIDE MARKER LAMPS FILLED WITH WATER,SOCKETS BECAME CONTAMINATED CAUSE LOSS OF CONTACT RESULT ELECTRICAL SHORT.						
40006	P04471	A	780512	09203000	LAMP OR SOCKET-SIDE MARKER LIGHTS			73	C	040382	017754007
					74	000404 OLDSMOBILE	0100 CUTLASS				
					SIDE MARKER LAMPS FILLED UP WITH WATER,SOCKETS BECOME CONTAMINATED CAUSED LOSS OF CONTACT RESULT ELECTRICAL SHORT.						
30000	P02868	A	770802	09205000	LAMP OR SOCKET-TAIL LIGHTS			28	C	000000	017754007
					00	000000 UNKNOWN	0000 UNKNOWN				
					PLASTIC LIGHT BULB SOCKET FOR DUAL CONTACT BULB CONTACTS ARE PITTED - SOME SPRING TENSION LOST						

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50015	P03679	A	780127	09205000		LAMP OR SOCKET-TAIL LIGHTS		44	C	018990	023513001
					76	000303 MERCURY	0200 COMET				
						SHOP STATES THIS TYPE SOCKET MAKES SUCH A POOR GROUND THAT THE SIGNAL LIGHT WONT FLASH AND THE BRAKE LIGHT IS DIM THE INSULATION ON GROUND				
30022	P03670	A	780210	10210000		VISUAL SYSTEMS MIRRORS-REARVIEW,INTERIOR		44	C	005000	D40216035
					77	000301 FORD DIVISION	0300 LTD				
						AN AREA 11/2 X 1/2 IN THE BOTTOM LEFT CORNER IS DISCOLORED AND ALSO AN AREA 31/2 X 1/2 OF THE BOTTOM RIGHT CORNER WHICH WILL NOT REFLECT				
20004	P04443	A	780417	10311000		VISUAL SYS WINDSHIELD WIPER/WASHER SWITCH		14	C	007490	014607007
					77	000301 FORD DIVISION	0500 MUSTANG				
						SHORT IN WIPER HARNESS CAUSING ERRATIC OPERATION. ID-A163BA.					
50015	P04479	A	780517	10312000		VISUAL SYS WINDSHIELD WIPER,MOTOR		03	C	099000	001230005
					70	000101 AMERICAN MOTORS DV	0500 HORNET				
						MOTOR BRACKET RIVET HOLE ELONGATED,PLACED MOTOR IN BIND SNAPPING TRANS MISSION ARM.					
50039	P04423	A	780405	10312000		VISUAL SYS WINDSHIELD WIPER,MOTOR		14	C	018385	F55419121
					75	000305 FORD TRUCK DIV	5205 E150 ECON				
						INTERMITENT SHORT IN MOTOR.ID - D5UF-17504AA 12 V 30JUL753.					
50036	P04755	A	780609	10314000		VISUAL SYSTEMS WINDSHIELD WIPER ARM		03	C	050509	067501001
					73	160601 TOYOTA DIVISION	0300 TOYOTA CORONA				
						GROMMET WORN AND CRACKED.SHOP COMPLAINS THAT GROMMET ALONE IS NOT REPLACEABLE - ENTIRE WIPER ARM ASSEMBLY MUST BE REPLACED.				
20005	P03674	A	780227	11103000		WATER-HEATR,DFRSTR,DFGGR-FAN MOTOR		34	C	055349	063111009
					74	000303 MERCURY	0500 MONTEGO				
						FRONT BEARING SUPPORT CHIPPED AND BROKEN CAUSING LOOSENESS OF SHAFT BRACE FOR MOTOR ALSO BROKEN REST OF ID NUMBER BMOTORCRAFT				
40007	P02943	A	770923	11103000		WATER-HEATR,DFRSTR,DFGGR-FAN MOTOR		28	C	014434	063103004
					77	000404 OLDSMOBILE	0100 CUTLASS				
						SHAFT WILL NOT TURN, MOTOR FROZEN. SHOP CLAIMS LACK OF LUBRICATION					
30019	P04708	A	780609	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER		32	C	072000	001230005
					70	000201 CHRYSLER DIV	0700 CHRYSLER UNKNOWN				
						HEATER CORE DEVELOPED LEAK AT CORE TANKS.					

OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED FY 78
01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME / COMPONENT MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40008	P02954	A	770907	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER		41	C	041000	012300001
					70	000203 PLYMOUTH	0601 VALIANT DUSTER				
						SHOP CLAIMS HEATER CORE LEAKS ON FLOOR OF CAR, TUBES ARE SEPARATED FROM CORE SUSPECT IT WAS DONE FOR SHIPPING				
50000	P04439	A	780417	11116001		WATER-HTR,DFRSTR,DFGGR-CONTROL VALVE		32	C	039000	036108002
					72	000201 CHRYSLER DIV	0400 IMPERIAL				
						AUTO TEMP,CASE BROKEN, ID -3,					
20024	P04650	A	780524	11116001		WATER-HTR,DFRSTR,DFGGR-CONTROL VALVE		32	C	050000	019805002
					73	000404 OLDSMOBILE	0100 CUTLASS				
						DIAPHRAM IN CONTROL VALVE RUPTURED ALLOWING WATER TO BE SUCKED INTO ENGINE.					
50038	P04660	A	780524	11116001		WATER-HTR,DFRSTR,DFGGR-CONTROL VALVE		32	C	034629	023060012
					75	000405 PONTIAC	0600 LE MANS				
						DIAPHRAM RUPTURED MAKING VALVE INOPERATIVE & LEAKING.					
20021	P02826	A	770728	11601000		AIR CONDITIONER-SWITCH,FAN		28	D	021145	070002033
					75	000301 FORD DIVISION	0800 TORINO				
						#MOTORCRAFT D5OH-19A642-A1A: NO VISIBLE DEFECT - SUSPECT INTERNAL					
20021	P02825	A	770728	11601000		AIR CONDITIONEP-SWITCH,FAN		28	D	034186	070002033
					73	000404 OLDSMOBILE	0100 CUTLASS				
						NO VISIBLE EXTERNAL DEFECTS - SUSPECT INTERNAL SHORT					
20021	P02824	A	770728	11604000		AIR CONDITIONER-RELAY		28	D	113000	070002033
					70	000404 OLDSMOBILE	0200 DELTA 88				
						ONE CONTACT IS BLACKENED - SUSPECT INTERNAL SHORT					
30000	P02840	A	770728	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE		28	D	039000	001230005
					73	000303 MERCURY	0000 MERCURY				
						SUSPECT BLOWN FUSE - CLAIMS A/C WILL NOT COME ON #4EAD4AB13150A2A					
50000	P02878	A	770805	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE		28	D	060783	001230005
					72	000405 PONTIAC	0709 GRAND SAFARI				
						MICRO FUSE IS BLOWN - COMPRESSOR FROZE - NO COOLING					

OFFICE OF DEFECTS INVESTIGATION
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50044	P03064	A	771109	11606000	AIR CONDITIONER-HOSE REFRIGERANT HI/LO PRS 77 000202 DODGE 9900 DODGE UNKNOWN A/C HOSE RUPTURED AT CRIMP	32	C	013880	030075112
50000	P02881	A	770808	11606000	AIR CONDITIONER-HOSE REFRIGERANT HI/LO PRS 76 000401 BUICK 0300 CENTURY PARRLEX 2825 00 21H20 W2 NYLON HOSE IS SPLIT AT ONE POINT	32	D	007545	045404009
40000	P02968	A	770926	11606000	AIR CONDITIONER-HOSE REFRIGERANT HI/LO PRS 75 000403 CHEVROLET 0800 MONTE CARLO NYLON HIGH PRESSURE HOSE IS RUPTURED ONE FOOT FROM CHARGING PORT PART ID-5/16 PARFLEX 34/4 QC 21L13V1	32	C	000000	097266002
50000	P03012	A	771013	11608000	AIR CONDITIONER-EXPANSION VALVE 71 000402 CADILLAC 0500 CADILLAC UNKNOWN FAILS AT TIMES, NO VISIBLE DEFECTS, PART ID NO.- B164 16773	44	C	069993	046112007
30000	P02844	A	770801	11609000	AIR CONDITIONER-COMPRESSOR 73 000302 LINCOLN 0200 MARK IV FRICTION SURFACES WORN - CLAIMS A/C COMPRESSER FROZE UP	28	D	081000	001230005
50042	P03037	A	771027	11609000	AIR CONDITIONER-COMPRESSOR 71 000402 CADILLAC 0101 CADILLAC DE VILLE BEARING LOCKED UP LOST POWER STEERING DRIVEN BY SAME BELT	28	C	050199	081003001
50000	P02878	B	770805	11609000	AIR CONDITIONER-COMPRESSOR 72 000405 PONTIAC 0709 GRAND SAFARI COMPRESSOR CLUTH WORN - BEARING ROUGH - CLAIMS FROZE UP	28	D	060783	001230005
50000	P02878	C	770805	11612000	AIR CONDITIONER-RESERVOIR,REFRIGERANT 72 000405 PONTIAC 0709 GRAND SAFARI CLAIMS CLOGGED SCREEN IN RECEIVER - WILL COOL SUFFICIENTLY - DRYER CUT	44	D	060979	001230005
50036	P04745	A	780525	11614000	AIR CONDITIONER-OTHER PART 73 000301 FORD DIVISION 0300 LTD POSSIBLE POOR FIT FROM A/C SEAL CAUSED FREON TO LEAK OUT.	32	C	030761	094110116

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10000	P03125	A	771205	12350000	SEAT TRACK ANCHORS & SEATS-OTHER PART		03	C	045087	030309023
				YR	75 000204 DODGE TRUCK DIV	5304 B300				
					METAL SEAT PEDASTAL BROKE AT FRONT MOUNTING HOLES. SIDES NEAR REAR MOUNTING HOLES ARE CRACKING AND DISTORTED.					
50036	P04741	A	780525	12420000	INSTRUMENT PANEL-GAUGE-INDICATOR		44	C	014720	094110116
					76 000303 MERCURY	0000 MERCURY				
					NO VISIBLE DEFECT.SHOP STATES VACUUM SENSING MOTOR LEAKS.					
50003	P03457	A	780127	12422000	INSTRUMENT PANEL-GAUGE-INDICATOR-OIL		32	C	050000	001230005
					73 000404 OLDSMOBILE	0200 DELTA 88				
					OIL SEEPAGE APPARENT AROUND UPPER PORTION OF UNIT,POSSIBLE WORN OR BROKEN SEAL.I.D.G DIV.					
50002	P03456	A	780127	12424000	INSTR PANEL GAUGE/INDICATOR-TEMPERATURE		28	C	070000	001230000
					73 000202 DODGE	0611 POLARA				
					NO APPARENT PROBLEM VISIBLE THROUGH VISUAL INSPECTION. SHOP STATES SENSOR UNIT READS HOT AT ALL TIMES.					
50000	P02883	A	770803	12430000	INSTR PANEL SPEEDOMETER-ODOMETER		32	C	061000	001230005
					71 000301 FORD DIVISION	0500 MUSTANG				
					ONE END CABLE SEPARATED FROM CABLE CASING - CLAIMS TRANS FLUID LEAKED					
20021	P03472	A	780127	12450000	INSTR PANEL OTHER PART		03	C	013246	063103000
					76 000403 CHEVROLET	0700 CORVETTE				
					GLOVE COMPARTMENT LINER MADE OF PLASTIC AND IN COLD WEATHER IT BECOMES BRITTLE AND BREAKS.					
	P84727	A	780612	13100000	STRUCTURE-FRAME,MEMBERS & BODY		09	C	000000	033316118
					78 000301 FORD DIVISION	1200 FAIRMONT				
					CASTOR AND CAMBER CANNOT BE ADJUSTED.POSSIBILITY OF TEARING THROUGH THIN METAL.					
	P84728	A	780612	13100000	STRUCTURE-FRAME,MEMBERS & BODY		09	C	000000	033316118
					78 000303 MERCURY	0900 ZEPHYR				
					CASTOR AND CAMBER CANNOT BE ADJUSTED.POSSIBILITY OF TEARING THROUGH THIN METAL.					
	P84232	A	780310	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		21	C	000000	011581115
					00 000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
					REAR UPPER CROSS MEMBER WHICH HOLDS TOP OF SHOCKS RIPS AWAY FROM SIDE REAR RAIL .CHRYSLER PRODUCTS 70-74.					

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	P84670	A	780531	13110000		STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		57	C	034750	046327016
					72	000202 DODGE	0000 DODGE				
						LEFT FRONT OF FRAME RUSTED AWAY RESULTING IN STABILIZER BAR RUBBING HOLE IN OIL FILTER CAUSING LOSS OF OIL.					
	P84231	A	780310	13110000		STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		21	C	000000	011581115
					00	000301 FORD DIVISION	0600 PINTO				
						FORD PINTO REAR SHOCK UPPER HOUSING BRACKETS RIPS AWAY FROM BODY DUE TO INFERIOR METAL.					
50036	P04730	A	780629	13110000		STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		08	C	083343	028208008
					69	000302 LINCOLN	0205 MARK III				
						METAL IS CRACKED NEAR BALL JOINT APPROX.2 INCHES.BOOT AROUNT BALL JOINT IS TORN.SHOP STATES METAL FATIGUE.					
	P94715	A	780612	13110000		STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END)		21	C	034262	011204002
					76	000402 CADILLAC	0400 SEVILLE				
						BOTTOM OF CHASSIS RAIL AHEAD OF COIL SPRING.SEPERATION OF WELD IN AREA OF COIL SPRING.					
20021	P02830	A	770728	13130000		STRUCTURE-BODY		03	C	014000	027101002
					76	000303 MERCURY	0600 MONARCH				
						#66405A02 AW FORD PLASTIC GAS TANK CAP COVER IS BROKEN - 4 PLASTIC RIVETS BROKE HOLDING SPRUNG HINGE					
	P84464	A	780417	13130000		STRUCTURE-BODY		49	C	000000	067501001
	C7030				70	150301 FIAT DIVISION	0300 124				
						EXTENSIVE RUST ON BODY PANELS					
	P94723	A	780616	13131000		STRUCTURE-BODY-WHEEL WELL		57	C	000000	F27402050
					78	000403 CHEVROLET	0402 NOVA				
						LEFT REAR WHEEL RUBBING FENDER WELL.CAUSED BLOW-OUT.SHOP HAS SEEN THIS A TOTAL OF 5 TIMES.					
	P84719	A	780612	13160000		STRUCTURE-FRME,MBRS & BODY-OTHER PARTS		14	C	000000	015236058
					78	000205 PLYMOUTH TRUCK DIV	5100 TRAILDUSTER				
						3 OUT OF 4 FRONT FRAME BOLTS WERE MISSING AND 3 OUT OF 4 REAR FRAME BOLTS WERE MISSING.CAUSED ADVERSE BODY SWAY.					
50039	P03098	A	771110	13160000		STRUCTURE-FRME,MBRS & BODY-OTHER PARTS		21	B	066110	087501022
					71	140501 VOLKSWAGEN DIVISN	0302 SQUARBACK SEDAN				
						CROSSMEMBER IS BROKEN CLEANLY 8 1/2" FROM END, ACROSS NARROW ARM. SUPPORT HAS BEEN CUT FOR SHIPPING. SHOP CLMS. ENGINE FELL OUT WHL DRIV					

OFFICE OF DEFECTS INVESTIGATION
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	P83449	A	780130	13171000		STRUCT-FRME,MBRS & BODY-TRUCK-CAB-LATCHES		33	C	023000	F55419121
					77	200031 INTERNATIONAL TRCK	0700 CARGOSTAR SERIES				
						TILT CAB HYDRAULIC RAM WHICH RAISES CAB FOR SERVICING WOULD NOT LET CAB BACK DOWN.					
30000	P02852	A	770808	13730000		HOOD ASSEMBLY-LATCHES		28	C	000000	070002033
					75	000305 FORD TRUCK DIV	5109 F150				
						CLAIMS HOOD WOULD NOT CLOSE & LOCK WOULD NOT LATCH. LATCH IS NOT BROKE ACTION IS OPERABLE - POSSIBILITY OF IMPROPER ALIGNMENT.					
	P84465	B	780417	13730000		HOOD ASSEMBLY-LATCHES		28	C	000000	067501001
					74	150301 FIAT DIVISION	0401 128SL COUPE				
						HOOD LATCH FIXED REPEATEDLY BUT IT NEVER LASTED					
50036	P04740	A	780525	15110000		ELECTRIC POWER ACCESSORIES-WINDOWS		28	C	064208	094110116
					74	000302 LINCOLN	0200 MARK IV				
						INTERNAL FAILURE,PART FAILED 29 DAYS AFTER PURCHASE,DEALER FAILED TO MAKE GOOD ON FACTORY ADJUSTMENT.					
20021	P02819	A	770727	15110000		ELECTRIC POWER ACCESSORIES-WINDOWS		28	D	092522	070002033
					72	140401 MERCEDES-BENZ DIV	0500 M-B 280				
						CLAIMS WINDOW WOULD NOT OPEN OR CLOSE - MOUNTING PLATE APPEARS BENT AND LIGHT RUST ON GEAR WITH WORN GROOVE					
	P82892	A	770929	15500000		EQUIPMENT-JACKS		76	B	000000	076012097
					73	649511 SUBURBAN MFG CO	0103 SUMCO MFG CO, INC				
						1 3/4 TON CAPACITY SCISSORS JACK AD AS 3 TON COLLAPSED UNDER 1/2 TON LOAD - CHEVY P/U 3/4 TON CAP LEFT FRONT FLAT					

RECORD COUNT = 852 - END OF REPORT

U.S. Department of Transportation

NEWS

Office of Public Affairs

FOR RELEASE FRIDAY
February 10, 1978

NHTSA -- 10-78 (Butler)
Tel. 202-426-9550

PARTS RETURN PROGRAM INSTRUMENTAL TO RECALLS

Automobile repair shops, participating in a government sponsored Parts Return Program, supplied information last year that aided 17 safety defect investigations and resulted in four major recall campaigns.

The investigations, conducted by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), resulted in two recall campaigns by Ford Motor Co. and one each by Porsche and Firestone Tire & Rubber.

The importance placed on the Parts Return Program by NHTSA, as a form of early warning system in its defects investigations, is illustrated by the recent award of certificates of appreciation to 17 shops for their participation during the past year.

In making the awards, NHTSA Administrator Joan Claybrook said, "the voluntary cooperation of participating shops demonstrates their genuine concern for improving automotive safety. The information received as a result of the Parts Return Program is crucial to our defects investigations."

Ten of the shops received Certificates of Appreciation for the first time: Automotive City, San Francisco, Calif.; Bob's Service Station, Hammond, Ind.; Tommy's Auto Repair, Sioux City, Iowa; McLain's Auto Repair, St. Louis, Mo.; Longbard's Exxon Station, Poughkeepsie, N.Y.; May's Auto Service, Mansfield, Ohio; Harry's Auto Service, Great Barrington, Mass.; Woody's Garage, Montoursville, Pa.; L.A.D. Auto Electric, Spokane, Wash.; and Joe's Auto Service, Appleton, Wisc.

Seven firms, recipients of prior awards, on the award list again this year, are: Hagan Service Center, Gainsville, Ga.; Ise Automotive Service, Hollywood, Calif.; Auto Hospital, Lincoln, Neb.; Kolesnik's Service Station, Rochester, N.Y.; Auto Brake Corp., Norfolk, Va.; Doyle Automotive Service, Seattle, Wash.; and Park Auto Repair, Racine, Wisc.

- more -

Participation in the voluntary program is currently limited to independent automobile repair shops which are required to meet stringent guidelines. Under the program, failed auto components discovered during the normal course of business by any of the 2,000 participating repair shops are tagged for identification and submitted to a NHTSA contractor. Only safety related components are covered.

To strengthen and broaden the program, it is being expanded to include new car dealers, high mileage automobile fleets and automotive parts suppliers, evenly distributed geographically around the country.

Anyone interested in obtaining information on how to participate in the program is urged to contact Bruce Beddow, Program Manager, Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Va. 22209, (703) 527-4500.

Enrollment in the Parts Return Program, now in its seventh year, has grown from 160 after the first year of operation to more than 2,000.

The program is designed to help identify the existence of safety defects in the design, performance, construction, components, or materials of motor vehicles and motor vehicle equipment. Manufacturers are required by law to conduct defect notification and recall campaigns when they discover a safety defect or when the government has determined that a safety defect exists.

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U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, $300

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

O.M.B. No. 004–R5651
Approval Expires
August 1982

PARTS RETURN PROGRAM—INFORMATION REPORT

(To be completed when parts are not available)

This program is authorized by PL 89–564. Participation is voluntary

SUBMITTED BY

DATE

P

VEHICLE

MAKE

MODEL

YEAR MILEAGE

OWNER'S NAME & ADDRESS (if applicable)

COMPONENT

MANUFACTURER

MILEAGE

DESCRIPTION

PART NUMBER

☐ NEW ☐ REBUILT

Fold

FAILURE DESCRIPTION & RESULT

HS Form 394 (7/77)

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

REPLY TO:
U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

Dear Sir:

We take this opportunity to welcome you to our National Parts Return Program team. We believe this program to be a valuable tool in uncovering potential safety related defects in motor vehicles. Your contributions of failed defective parts can help promote automotive safety.

We have enclosed with this letter your "Shop Kit" which includes the following:

1. One pre-addressed and postage free failed part mailbag.
2. Five (5) failed part identification tags and their protective covers.
3. A recent Defect Investigatory Cases Report.
4. One page bulletins requesting failed parts.
5. A current PRP Newsletter.

The procedure to follow in sending a suspect failed part is as follows. Once the part has been removed from the vehicle, record the name and address of the owner on the reverse side of the failed part identification tag. When this task has been completed, fill out the front of the tag identifying the part completely. Please record the results of your visual inspection of the part and your analysis of the problem under failure description.

Prior to attaching the failed part tags to the part, place the tag in its protective cover and seal the cover. This will prevent grease and oil from the part ruining the recorded information. The bag is then ready for mailing.

We hope you will be sending us your first part in the next 30 days as the PRP needs active supporters. Shops which do not send parts may be asked to drop out of the program so that another can take their place. As soon as we receive your first mailbag with a failed part, we will send you a framed "Certificate of Participation" highlighting your shop as an active participant in supporting safety on our highways. We request that you will display this framed certificate where your customers may view it.

Very truly yours,

Bruce E. Beddow
Program Manager

Enclosures

BEB/dlf

PARTS RETURN PROGRAM
FAILED PART DATA SHEET

BIN NO. _____ PRP NO. P _____

SHOP ID NO. ☐☐☐☐☐☐☐☐ DATE RECEIVED ___/___/___

OWNER IDENTIFICATION

Vehicle Owner: _____ Telephone: ( ) _____

Street Address: _____

City: _____ State: _____ Zip: _____

VEHICLE DATA

Manufacturer: American Motors _____ Chrysler Motors _____ Ford Motors _____ General Motors _____

Other: _____

Additional Model Information (If Any) _____

Make: _____ Model: _____

Year: 19 _____ Mileage: _____ VEHICLE CODE: ☐☐☐☐☐☐☐☐☐☐

COMPONENT DATA

Component Classification: _____

Component Description: _____ ☐☐☐☐☐☐☐☐ CLASS ☐☐ S E

Component Mileage: _____ Date Removed _____

I.D. Marks: _____ ☐ O/R

FAILURE DESCRIPTION

☐ NO PART RECEIVED

☐ INFORMATION FROM SHOP

☐ INFORMATION FROM OWNER

FAULT CODES

CAUSE ☐☐

RESULT ☐☐

PRP NO. P _____

SHOP DATA

Part(s) Returned By: _____ _____ _____ _____

SHOP CODE NO. | CITY | STATE | ZIP

COMMENTS FROM SHOP

(ATTACH LETTERS)

PHOTOGRAPHS

VEHICLE OWNER'S ANALYSIS CODING SHEET

HS Form 10 (Page 1)
Revised (7-76)

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF DEFECTS INVESTIGATION

ODI # | **OWNERS NAME**: LAST; FIRST & M.I. | **OWNERS ADDRESS**: STREET ADDRESS; CITY; ST; ZIP | LETTER DATE (Y Y M M D D) | UNUSED | UNUSABLE | UNUSABLE | CARD TYPE = 1 | ACTION

ODI # | **CONTROL INFORMATION**: BY; YR; NO.; REFERRED BY; ST. | HOTLINE PACS # | **PRP INFORMATION**: DATE PART REC.; PRP REFERENCE #; SHOP CODE | SOURCE CODE | UNUSED | UNUSABLE | UNUSABLE | CARD TYPE = 2 | ACTION

ODI # | **VEHICLE INFORMATION**: MFR. CODE (MFR; DIV.; SERIES; CLASS); YR; VC; BODY STYLE; VIN; GVW; UNUSED; HP; # CYL; CARB; P. BRAKES; P STEERING; AUTO TRANS; A.C.; SALES CODE; PURCHASED (Y Y M M D D); N/U; TRUCK STAGE TWO; WHEEL BASE; CID | VEH. IDENT. = A | COMP. IDENT. = A | CARD TYPE = 3 | ACTION

ODI # | **FOR VEHICLES MFG. IN TWO STAGES**: MFR. CODE (MFR.; DIV.; SERIES; CLASS); YR; VC; BODY STYLE; VIN; GVW; PURCHASED (Y Y M M D D); N/U; WHEEL BASE; UNUSED | A | A | CARD TYPE = 4 | ACTION

ODI # | COMPONENT CLASS | LOC (SIDE; END) | FAULT (CAUSE; RESULT; WARRANTY COVERAGE) | MILEAGE AT FAILURE | DATE OF FIRST FAILURE (Y Y M M D D) | NO. OF OCCUR. | HAZ. CAT. | ACCIDENT | TYPE ACCIDENT | INJURIES | FATALITIES | PROP. DAMAGE | ENVIR. COND. | DRIVE COND. | FAILURE TYPE | MOTION | FIRE | LOSS CONTROL | FMVSS | PART ID NUMBER | O/R | PRP BIN NUMBER | PRP PART LOCATION IF REMOVED | UNUSED | A | A | CARD TYPE = 5 | ACTION

ODI # | **TIRE INFORMATION**: MFR; BRAND; SIZE; NAME; UNUSED; CONST (TYPE; CORD; BELT); PLY TR.; PLY SIDE; LOAD RANGE; TIRE ID # | INV, AUDIT OR SURVEY | EA NUMBER | RECALL NUMBER | UNUSED | A | A | CARD TYPE = 6 | ACTION

ODI # | COMMENTS | A | A | CARD TYPE = 7 | ACTION
A | A | CARD TYPE = 8 | ACTION

VEHICLE OWNER'S ANALYSIS CODING
CONTINUATION SHEET

HS Form 10 (Page 2)
Revised (7-76)

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY AOMINISTRATION
OFFICE OF OEFECTS INVESTIGATION

VEHICLE INFORMATION — CARD TYPE 3

DDI #	MFR. CODE: MFR.	DIV.	SERIES	CLASS	YR	VC	BODY STYLE	VIN	GVW	UNUSED	HP	# CYL	CARB.	P. BRAKES	P. STEERING	AUTO TRANS.	A.C.	SPEED CONT	PURCHASED: Y Y M M D D	N/U	TWO STAGE VEH	WHEEL BASE	CID	VEH. IDENT.	COMP. IDENT.	CARD TYPE	ACTION
																										3	

FOR VEHICLES MFG. IN TWO STAGES — CARD TYPE 4

DDI #	MFR. CODE: MFR.	DIV.	SERIES	CLASS	YR	VC	BODY STYLE	VIN	GVW	PURCHASED: Y Y M M D D	N/U	WHEEL BASE	UNUSED				4	

CARD TYPE 5

DDI #	COMPONENT CLASS	LOC: SIDE	LOC: END	FAULT: CAUSE	FAULT: RESULT	WARRANTY SERVICE	MILEAGE AT FAILURE	DATE OF FIRST FAILURE: Y Y M M D D	NO. OF OCCUR.	HAZ. CAT.	ACCIDENT	TYPE ACCIDENT	INJURIES	FATALITIES	PROP. DAMAGE	ENVIR. COND.	DRIVE COND	FAILURE TYPE	MOTION	FIRE	LOSS CONTROL	FMVSS	PART IO NUMBER	O/R	PRP BIN NUMBER	PRP PART LOCATION IF REMOVED	UNUSED				5	

TIRE INFORMATION — CARD TYPE 6

DDI #	MFR	BRAND	SIZE	NAME	UNUSED	CONST.	TYPE	CORD	BELT	PLY TR.	PLY SIDE	LOAD RANGE	TIRE IO #	INV, AUDIT OR SURVEY	EA NUMBER	RECALL NUMBER	UNUSED				6	

ODI #	COMMENTS				7	
					8	

PARTS RETURN PROGRAM

PRP# P_____ TELEPHONE CONTACT REPORT _____Initial Contact
Date _____ _____Follow-up Contact
if follow-up contact, complete form prior to calling

SHOP NAME_____ CONTACT NAME_____

SHOP LOCATION_____ PHONE # (___)_____
City State

VEHICLE DATA

MANUFACTURER_____ MILEAGE

MODEL YEAR_____ MODEL _____

COMPONENT DATA

COMPONENT DESCRIPTION_____

ORIGINAL OR REPLACEMENT (O/R)____

NAME OF PART MANUFACTURER_____

FAILURE DATA

PRIMARY CAUSE OF FAILURE_____

OTHER CAUSES_____

RESULT OF FAILURE_____

_____VEHICLE IN MOTION? _____FIRE?

_____LOSS OF CONTROL? (partial) (total) _____ACCIDENT? If yes please

describe type and how accident occurred_____

_____

____# of Injuries _____# of fatalities $_____property damage

HOW WAS FAILURE DIAGNOSED? SYMPTOMS_____

_____

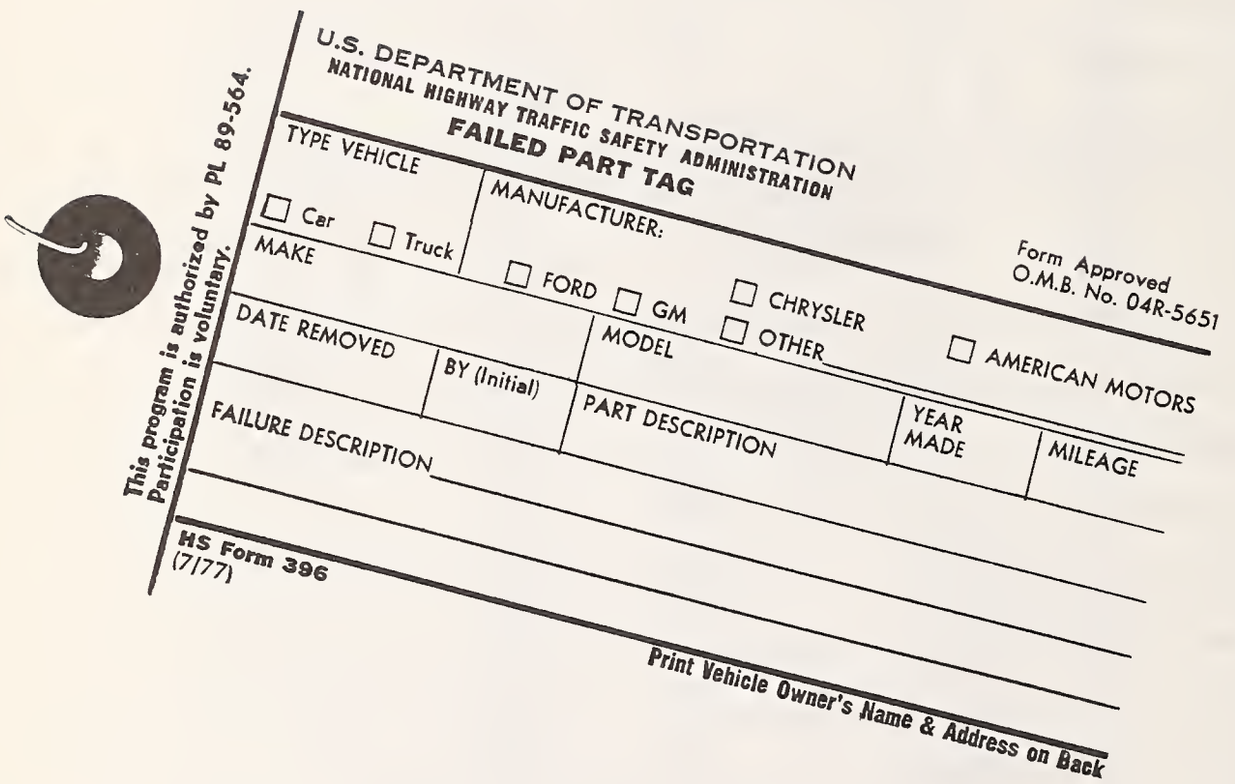
HAS SHOP SEEN SIMILAR FAILURES ON OTHER VEHICLES?

VEHICLE OWNER DATA

NAME_____ PHONE # ( )_____

STREET ADDRESS_____

CITY_____ STATE_____ ZIP_____



U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FAILED PART TAG

Form Approved
O.M.B. No. 04R-5651

This program is authorized by PL 89-564.
Participation is voluntary.

TYPE VEHICLE
☐ Car ☐ Truck

MANUFACTURER:
☐ FORD ☐ GM ☐ CHRYSLER ☐ AMERICAN MOTORS
☐ OTHER

MAKE

DATE REMOVED | BY (Initial) | MODEL | PART DESCRIPTION | YEAR MADE | MILEAGE

FAILURE DESCRIPTION

HS Form 396
(7/77)

Print Vehicle Owner's Name & Address on Back

Certificate of Participation

This is to certify that

_____

is actively participating to improve motor vehicle safety through cooperation in the

National Parts Return Program

for the years 1977 – 1978

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration

ISSUED BY: _____
PROGRAM MANAGER

CONTRACT NO. DOT-HS-6-01433

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM - ENROLLMENT IDENTIFICATION

O.M.B. No. 004-R5651
Approval Expires
August 1982

COMPANY NAME _____

COMPANY ADDRESS _____

DATE _____

P

MANAGER
CONTACT _____

TELEPHONE NO. _____

This program is authorized by PL 89-564. Participation is voluntary.

(Contractor complete applicable column)

INDEPENDENT REPAIR SHOP

PRIMARY REPAIRS MADE

BRAKES

☐ STEERING

☐ SUSPENSION

☐ ENGINE

☐ EXHAUST

☐ TRANSMISSION

PRIMARY VEHICLES SERVICED

☐ DOMESTIC

☐ FOREIGN

TOWING SERVICE

☐ YES ☐ NO

NO. OF SERVICE BAYS

_____

AUTOMOBILE DEALER

PASSENGER CARS SOLD/SERVICED

GENERAL MOTORS

☐ CHEVROLET

☐ PONTIAC

☐ BUICK

☐ OLDSMOBILE

☐ CADILLAC

FORD

☐ FORD

☐ LINCOLN-MERCURY

CHRYSLER

☐ CHRYSLER

☐ DODGE

☐ PLYMOUTH

AMERICAN MOTORS

☐ AMC

☐ JEEP

☐ OTHER _____

HIGH MILEAGE FLEET

PASSENGER CARS IN FLEET

MAKE: NO.

_____ _____

_____ _____

_____ _____

_____ _____

AVERAGE VEHICLE
MILEAGE PER YEAR _____

TYPE OF VEHICLE USAGE

☐ POLICE

☐ TAXI

☐ OTHER _____

_____

PERFORM OWN VEHICLE MAINTENANCE:

☐ YES ☐ NO

AUTOMOTIVE PARTS SUPPLIER

COMPONENTS SOLD

☐ NEW ☐ REBUILT

PRIMARY TYPES

☐ BRAKES

☐ STEERING

☐ SUSPENSION

☐ ENGINE

☐ EXHAUST

☐ TRANSMISSION

MAJOR BRANDS REPRESENTED

_____

_____

_____

_____

HS Form 395 (7/77)

DATE	SHOP NAME	CITY & STATE	PHONE NO.	REQUEST

page_____

BAGS RECEIVED FOR
MONTH OF _____

BAG #	SHOP ID #, NAME, etc.	DATE

WANTED

FAILED AUTOMOTIVE PARTS

THE U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PARTS RETURN PROGRAM

NEEDS YOUR HELP IN RETURNING FAILED AUTOMOTIVE PARTS THAT ARE NOT THE RESULT OF AN ACCIDENT OR NORMAL WEAR.

HERE'S ALL YOU DO:

- FILL OUT DATA TAG AND ATTACH TO PART.
- PLACE IN CANVAS MAILBAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.
- IF PART NOT AVAILABLE, FILL OUT INFORMATION REPORT CARD AND DROP IN MAIL.

WE NEED MORE PARTS. WE NEED YOU. BECOME AN ACTIVE PARTICIPANT IN THIS PUBLIC SAFETY PROGRAM TODAY.

THANKS!

IF YOU HAVE ANY QUESTIONS, CALL COLLECT:

U.S. DEPT. OF TRANSPORTATION
c/o KAPPA SYSTEMS, INC.
1501 WILSON BLVD.
ARLINGTON, VA. 22209
(703) 527-4500

CONTRACT NO. DOT-HS-6-01433

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

REPLY TO:
U.S. Department of Transportati
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

SOME TYPICAL PARTS OF INTEREST

Bent Items:	Backing plates Brake shoes Brake pedals or linkage Suspension "A" frames Brake springs Ball joint assemblies
Cracked or Broken:	Wheel cylinder Brake drum Brake (disc.) rotor Welds on brake shoes Power brake check valves Pitman arms (hub splines) Idler arm Coil springs Brake springs
Worn by Rubbing or Loose and Leaking:	Brake hoses or lines Power steering hoses or lines Power brake hoses or lines
Malfunctioning:	Brake Master cylinder Power Steering pump
Faulty Mounting:	Backing Plates Power Steering pump
	Etc. Etc. Etc.

U.S. Department of Transportation
news:
Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
April 11, 1978

NHTSA 42-78 (Ames)
Tel.No. (202)426-0670

QUARTERLY

DEFECT INVESTIGATORY CASES REPORT

FOR OCTOBER--DECEMBER 1977

During this reporting period, four new defect investigations were opened and one was terminated after the manufacturer initiated recall action. At the end of the reporting period, 68 safety-related defect investigations were in progress, including five in which an initial or final defect determination has been made. Four of the latter cases are currently in litigation.

For terminated cases, information collected during investigations is available for public viewing in the Technical Reference Division, Room 5108, National Highway Traffic Safety Administration, 400 7th Street, S.W., Washington, D.C. 20590.

# # # # # # # # # # # # # # #

Reporting Period: October - December, 1977

SAFETY RELATED DEFECT INVESTIGATORY CASES OPENED THIS REPORTING PERIOD

(Note: For all those cases listed below, investigation was initiated to determine whether an alleged problem did, in fact, exist, and whether the alleged problem constitutes a potential safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966 (Act of 1966). The NHTSA objectives are to discover whether alleged problems do occur, the cause of such problems, and whether the problems result in property damage, injuries, or other safety-related problems.

In some instances, a manufacturer may recall certain vehicles or items of automotive equipment after the investigation is begun. The investigation may then be terminated based on recall action, or it may be continued to determine whether the alleged problem affects other models or other model years which should also be recalled for remedy.)

October, 1977

Case Number:	C8-01
Manufacturer:	General Motors Corp.
Make:	Cadillac
Model:	Equipped with electronic fuel injection system.
Year(s):	1975-1977

SUBJECT: Alleged engine compartment fires due to fuel leakage in the electronic fuel injection system.

BASIS FOR INVESTIGATION:

This case was opened after the NHTSA reviewed a Dealer Product Campaign Bulletin published by the General Motors Corp. The bulletin, and an accompanying letter sent to 941 owners of 1975 Cadillacs with electronic fuel injected engines, concerned the replacement of a fuel hose because of leakage which could result in engine compartment fires. Three owner complaints were also received, as well as a report from the Dade County (Florida) Fire Department concerning 16 fires in late model Cadillacs. The investigation was expanded to include 1976 and 1977 models since they had similar fuel injection systems. In October, 1977 the manufacturer announced the recall of 133,419 vehicles to correct this problem.

DESCRIPTION AND FUNCTION:

Fuel hose connections to the engine fuel rail, and fuel hose connections between the gas tank and the fuel rail may leak because of hose deterioration.

Problem Symptoms: No reliable pre-failure symptoms except for possible visual indication of leakage and the smell of gasoline fumes in the engine compartment.

Case Number: C8-02
Manufacturer: Ford Motor Co.
Make: Ford, Mercury, Lincoln (cars & light trucks)
Model: With V-8 engines and C6 or FMX transmissions
Year(s): 1973-1978

SUBJECT: Alleged jumping of transmission from the "PARK" position into "REVERSE" gear.

BASIS FOR INVESTIGATION:

The investigation was initiated after the NHTSA received two reports from the Center for Auto Safety indicating one injury and one fatality allegedly caused by this problem. When the investigation was opened combined data from NHTSA, the Center for Auto Safety, and material provided by the manufacturer indicated 31 owner complaints regarding this problem, all involving accidents. Presently, the NHTSA has reports of 39 injuries and 6 fatalities allegedly due to vehicles jumping into "REVERSE".

DESCRIPTION AND FUNCTION:

The C-6 and FMX automatic transmissions are used on vehicles equipped with V-8 engines. The vehicles within the scope of this investigation can be identified by either a "U", "X" or "Z" transmission code on the driver's door pillar. When the shift lever is placed into PARK position with the engine running, an external force such as a vehicle door slam can alledgedly cause the transmission to shift from PARK to REVERSE, causing the vehicle to move backwards, unattended. This may result in accidents, injuries and property damage. The cause or causes of this occurrence have not been isolated.

Problem Symptoms: The only known pre-failure symptoms reported to date are an improper indication of the shift indicator or a binding feeling of the selector between REVERSE and PARK.

November, 1977:

Case Number: C8-03
Manufacturer: Peugeot, Inc.
Make: Peugeot
Model: 304 and 504
Year(s): 1972-1975

SUBJECT: Alleged failure of seat belt to roll completely into retractor when the belts are not in use.

BASIS FOR INVESTIGATION: This investigation was prompted by a petition NHTSA received from the Center for Auto Safety.

DESCRIPTION AND FUNCTION: If the seat belt will not roll completely into the retractor when the belts are not in use, they can become entangled in the seat adjustment mechanism or mangled in the door, thereby damaging the belt. NHTSA is concerned about the ability of the belts to protect occupants after sustained abuse.

Problem Symptoms: Failure of the seat belt to retract completely into its retractor when not in use.

Case Number: C8-04
Manufacturer: Ford Motor Co.
Make: Ford, Mercury, Lincoln
Model: Full Size and Intermediate
Year(s): 1968-1974

SUBJECT: Alleged sticking of a bushing in the idler arm which can impair steering. Possible separation of the idler arm from the vehicle frame with resulting loss of vehicle control.

BASIS FOR INVESTIGATION: NHTSA received 55 reports concerning the problem. Thirty-seven of the 55 reports came through its Parts Return Program. More than 2,000 independent auto repair shops participate in the program by sending failed auto parts to a NHTSA contractor for analysis.

DESCRIPTION AND FUNCTION: The idler arm is a component of the steering system. Complaints received indicate that a bushing in the idler arm can stick due to corrosion or lack of lubrication. If this happens, steering can become impaired and the idler arm may separate from the frame. If this happens, the driver could lose control of the vehicle.

Problem Symptoms: Increased difficulty or stiffness in steering.

December, 1977:

None

SAFETY-RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS REPORTING PERIOD

(Note: Information collected during these investigations is available for public viewing the NHTSA public files.)

October, 1977:

None

November, 1977:

Case Number:	C7-23
Manufacturer:	Toyota Motors
Make:	Toyota
Model:	Corona Mark II with automatic transmission
Year(s):	1969-1972

POSSIBLE PROBLEM: Possibility of electrical fire in the center console.

REASON FOR TERMINATION: The manufacturer has recalled 134,605 vehicles to correct the problem. Recall #77V-124

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for Period Ending: December, 1977

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure Could Result in Rapid Air Loss or Side Ring Leaving Wheel.
282	Ford	Ford Mercury	1965-1974	15 x 5-inch Single Piece Wheel	Alleged Wheel Rim Failure Could Result in Rapid Air Loss From Tire.
C2-32	General Motors	GMC 1/2-Ton Pickups	1960-1970	15 x 5.5-inch Single Piece Wheel	Alleged Wheel Rim Failure Could Result in Rapid Air Loss From Tire.
C2-53	Ford	All	1967 and later	Dual Master Brake Cylinder	Failure of Cylinder Due to Corrosion Could Result in Loss of Braking.
C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Intrusion into Passenger Compartment Affects Driver's Control of Vehicle.

HS Form 338 (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending: December, 1977

	CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
	C2-61	Ford	Ford Mercury	1969-1971	15 x 6.5 Single Piece Wheel	Disc Failure Could Result In Wheel Loss.
(4)	C3-02	Honda	CB 750, CB 500 CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited After Vehicle Crash.
(6)	C3-03	Chrysler	All "C" Body	1969-1973	Bulkhead Electrical Connector	Becomes Disconnected Resulting In Complete Loss of Electrical Power.
	C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures Could Effect Vehicle Control.
	C3-35	International Harvester	Travelall 1110 4 x 4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use Vehicle May Swerve Upon Braking Action.
	C3-43	General Motors	Cadillac Eldorado & Oldsmobile	1967-1973	Front Wheel Mounting Bolts	Alleged Failure of Front Wheel Mounting Bolts Could Result in Loss of Wheels.
	C4-07	Ford	Ford, Mercury	1970-1971	Hood Latch	Failure of Latch Mechanism Could Result in Hood Popup Obscuring Driver Vision.
	C4-08	International Harvester	1600, 1700 and 1800 Series Loadstar Chassis	1972-1973	Rear Axle U-Bolts/ Nuts	Alleged Low Torque of Rear Axle U-Bolts/Nuts Allows Axle to Shift and Could Effect Vehicle Control

HS Form 338A (Feb. 1975)

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending: December, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup During Braking. Could Result in Loss of Vehicle Control.
C4-10	Winnebago	D24 Motorhome	1970-1971	Front End Suspension	Alleged Inadequate Front End Suspension. Could Result in Overloading the Vehicle and Failure of Suspension System Components.
C4-11	Action Industries, Inc.	24 and 25-foot Motorhome	1971	Front End Suspension	Same as C4-10.
C4-12	Champion Home Builders	24-foot Motorhome	1971	Front End Suspension	Same as C4-10.
C4-13	Boise Cascade	Lifetime Premier 23-foot Motorhome	1969-1971	Front End Suspension	Same as C4-10.
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front End Suspension	Same as C4-10.
C4-17	General Motors	Chevrolet Series C, P, G-10 Trucks and GMC Series C, P, G-1500 Trucks	1971-1972	Steering Tie Rod	Separation of Ball From Socket With Loss of Vehicle Control.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending: December, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-18	Ford	Fairlane and Ranchero Mercury Montego Ford Falcon Mercury Comet	1965-1969 1965-1969 1965-1970 1965-1970	Engine Mounts	Secondary Effects from Shearing of Engine Mounts. Engine Lift and Rotation Could Depress Throttle in Open Position and Result in Loss of Control.
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Alleged Power Steering Lockup and Self-Steering Problems. Could Result in Loss of Vehicle Control.
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control Due to Bending of Steering Assembly Due to Wheel Impacts.
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position, Resulting in Loss of Control of Vehicle Speed.
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure. Could Result in Loss of Braking.
C4-34	Nissan	Datsun 510 Datsun 1200	1969-1971 1971	Filler Hose and Three-Way Connector	Alleged Filler Hose and Three-Way Connector Leaks. Could Result in Loss of Fuel and Possibility of Fire.

HS Form 330A (Feb. 1975)

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for PeriodEnding: December, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-35	Nissan	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failures. May Result in Loss of Vehicle Control.
C4-44	General Motors	Rochester Carburetor Equipped	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation. Fuel Could Overflow onto Hot Engine Resulting in Fire.
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating. Failure of Jack Stand While in Use Could Result in Injury to Individuals Under or Adjacent to the Vehicle.
C4-52	International Harvester	Scout II Travelall and Pickup	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance. Could Affect Control During Braking.
C4-53	General Motors	Chevelle	1965-1969	Engine Mounts	Alleged Engine Mount Failure. See C4-18.
C4-59	Volkswagen	VW Type 3 prior to August 1971; Porsche 914, 1.8, 1.7 and 2.0 Liter Engine; VW Type 4, 1.7 Liter Engine	1970-1972	Bosch Fuel Injector	Alleged Electronic Fuel Injector Leakage. Could Result in Engine Compartment Fires.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Period Ending: December, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-01	General Motors	Chevrolet Corvettes	1964-1974	Rear Wheel Bearing	Failure of Rear Wheel Bearings. Wheels May Bind up or Lock.
C5-03	International Harvester	Travelalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable. Could Cause a Spark that Ignites Flammable Materials In Engine Compartment.
C5-07	General Motors	Pontiac-all V8	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain Resulting in Loss of Engine Power in Traffic.
C5-08	Toyota Motor Sales	Corolla and Carina Vehicle Equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking. Could Result in Loss of Vehicle Control.
C5-09	Kar-Rite	Jack Stand Model 1052, Rated at 4,000 Pounds	All	Jack Stand	See C4-46
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket. Could Result in Loss of Bumper.
C5-26	Ford	Mercury Capri	1971-1973	Seat Failures	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards and Could Result in Loss of Control.

HS Form 330A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending: December, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C6-22	American Motors Corporation	Pacer	1975	Power Steering Gear	Alleged Leakage of Rack and Pinion Seal Resulting in Possible Loss of Steering Control.
C6-31	Ford	F-250 and F-350 Series Trucks	1972-1974	Budd Duo-Rim & "C" Section Side Ring	Alleged Explosive Separation of "C" Section Side Ring From Budd Duo-Rim Wheels. Could Result in Loss of Air Pressure, Loss of Vehicle Control, and Injury From Separated Side Ring.
C7-10	Ford	Mercury Capri	1971-1974 1976-1977	Front Stabilizer Bar	Alleged Front Stabilizer Bar Failures. Could Result in Loss of Vehicle Control.
C7-12	American Honda	750 & 1000cc Motorcycles	1975-1976	Disc Brakes	Alleged Poor Wet Braking Performance. Loss of Initial Braking While Driving in the Rain.
(7) C7-14	Volkswagen	Rabbit Scirocco Dasher Audi	1975-1976 1975-1976 1974-1975 1973-1975	Throttle Control System	Alleged Throttle Control System Malfunctions Could Result in Loss of Vehicle Control.

HS Form 330A (Feb. 1/75)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending: December, 1977

	CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
(3)	C7-21	General Motors	Chevrolet, Pontiac, Oldsmobile, Buick Cadillac, and GMC Trucks	1971-1977	Power Brake Booster	Power Brake Booster Failure Requires High Brake Pedal Forces to Stop Vehicle.
(4)	C7-22	Chrysler	Dart, Valiant, Aspen, Volare	1975-1977	Carburetion and Emissions System	Vehicle Stalling-Carburetion and Emissions. Could Result in Loss of Control or Accident in Traffic Situation.
(1)	C7-24	Ford	Passenger Cars and Light Trucks	1970-1977	Flex-Fan (Engine Cooling Fan)	Flex-Fan Breakage Can Result in Injury to Anyone Working Under Hood of Vehicle with Engine Operating.
(4)	C7-26	International Harvester	Heavy Trucks	1975-1977	Aluminum Hub Used on 10,800 and 12,000 Steering Axle.	Hub Cracks and Separates Between Bearings. Can Cause Damage to Braking System Elements.
	C7-30	Fiat, Inc.	All	1970-1977	Undercarriage	Suspension and Undercarriage Failure Due to Corrosion.
	C7-31	British Leyland	Triumph Spitfire, TR-7, MGB, MG Midget Jaguar XJ6, Jaguar XJ12	1975-1977 1971-1977	Ignition System	Ignition Amplifier May Fail Causing Vehicle to Stall in Traffic.

NS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending: December, 1977

	CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
(2)	C7-32	British Leyland	Triumph TR-7	1975-1977	Throttle Cable	Throttle Cable Failure Accelerator Sticks or Returns to Idle. Results in Loss of Power or Inability to Control Vehicle Speed.
	C7-33	General Motors	Light Duty Trucks Chev., GMC C10, P10, K10,G20	1975-1977	Jack	Jacks May Fail When Used on Some Shoulder Inclines.
	C7-34	Hollywood Accessories	Model 646	All	Hydraulic Jack	Leveling Mechanism May Fail If Load is not Centered on Jack Saddle.
(8)	C7-36	British Leyland	Triumph-- All	1969 thru 1976	Wiper Motor, Linkage, Arm Blades and Switches	Failure of Wiper System During Use can Lead to Vehicle Crashes Due to Vision Obstruction.
(4)	C7-37	British Leyland	Triumph-- All	1970 thru 1977	Headlamp Switches	Failure of Switch to Activate Can Result in Accidents Due to Loss of Lights When They Are Needed.
	C7-38	Ford/General Motors	Pinto, Vega, Subcompact	1970-1976	Gasoline Tank	Readily damaged in Rear-end Collision. Possibility of Fire or Explosion.
	C7-39	Ford Motor	Mercury Capri	1971-1972	Headlight Switch	Switch May Fall Apart Causing Headlights and Taillights to Cease Operation.

NS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Period Ending: December, 1977

	CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
	C7-40	British Leyland	Midget	1970-1974	Throttle Cable	Throttle May Break or Stick in the Open or Partially Open Position. Results in Loss of Power or Inability to Control Vehicle Speed.
(4)	C7-41	Neway Division	AR III Series, Trailer Air Suspension System	All	Pivot Bolt Connection Lock Nut	Suspension System Pivot Bolt Connection Lock Nut May Loosen Due to Insufficient Torque. The Loose Bolt Can Fall out Completely, or it Can Come Into Contact With a Tire. If The Bolt Falls Out Completely, It Can Result in Erratic Vehicle Handling. If the Bolt Contacts the Tire, It Can Result in Premature Tire Wear or a Tire Fire.
(4)	C8-01	General Motors	Cadillac	1975-1977	Electronic Fuel Injection System	Engine Compartment Fires Due to Possible Fuel Leakage in Fuel Injection System.
	C8-02	Ford Motor Co.	All models with 351 or Larger Engine	1973-1978	C-6 Transmission Linkage	Assembly Grommets May Fail. Transmission May Jump From Park to Reverse.
	C8-03	Peugeot, Inc.	304 and 504	1972-1975	Seat Belt System	Retractor Fails to Operate Properly. Belt Becomes Damaged or Entangled.

NS Form 338A (Feb. 1975)

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending: December, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C8-04	Ford Motor Co.	Ford, Mercury Lincoln, Full-size and Intermediate	1968-1974	Idler Arm and Mounting Bracket	Bracket Pulls Out of Frame Rail Resulting in Loss of Steering Control.

HS Form 330A (Feb. 1975)

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for Period Ending. December , 1977

	CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
(5)	132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetor	Fuel Leakage at Plug Resulting in Fire Potential
(4)	140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failures. Seat Back Could Collapse Resulting in Loss of Vehicle Control
	C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
	C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches From Drive Shaft Motor; Failure Due to Underpower. Could Result in Loss of Driver Visibility.
(2)	C4-23	General Motors (INITIAL DEFECT DETERMINATION MADE 2-14-77)	Buick Opel	1964-1971	Fuel Tank and System	Taillight Mounting Bolt can Penetrate Fuel Tank in Right Rear-end Impacts at Speeds Below 10 mph.

IS Form 330A (Feb. 1975)

(1) The manufacturer has recalled certain 1972, 1976, and 1977 model vehicles.

(2) Manufacturer has notified NHTSA of his intent to initiate owner notification and recall.

(3) Manufacturer has recalled 1976 model vehicles.

(4) Vehicles have been recalled by the manufacturer.

(5) GM did not comply with 1974 recall order and filed suit to have it declared null and void. The NHTSA brought suit to enforce the order and impose a civil penalty. In 1976, the U.S. District Court for the District of Columbia granted the government's motion for summary judgement, and fined GM $400,000. In Oct. 1976, GM notified the NHTSA that it would take recall action; however, GM appealed to the U.S. Court of Appeals for the District of Columbia arguing that summary judgment was inappropriate, the defect does not -- or at least may not -- pose an unreasonable risk of accidents and injuries, and challenged the penalty levied by the District Court. On October 14, 1977, the U.S. Court of Appeals affirmed the decision of the District Court with respect to the existence of a safety defect, but remanded the case to the District Court for reconsideration as to the appropriate penalty to be levied against GM.

(6) Manufacturer has recalled 1972 and some 1973 models.

(7) Manufacturer has recalled 1974-1976 Volkswagen and Audi Fox models.

(8) Manufacturer has recalled some models.

PARTS RETURN PROGRAM CODING INSTRUCTIONS

Card Type 1 (only one card type 1 per record) required card in record group.

Columns	Description/Explanation
1 - 6	Six-character PRP Part Number/first character is P; second character is 0 if record represents a part, 8 if record represents information only, which was provided by a program participant, or 9 if record represents information only, which was provided by a source other than a program participant. Last four characters must be numeric. Required entry.
7 - 30	Owner's name, (last name, first name)/if name is not given enter "resident." Start first name in column 19, if last name does not overlap. Alpha characters. Required entry.
31 - 69	Owner's Address 31-52 Owner's street address/enter vehicle owner's street address if known. If unknown, leave blank. Alpha/numeric field. 53-62 Owner's city/enter vehicle owner's city if known. If unknown, leave blank, abbreviate if necessary. Alpha field. 63-64 Owner's state/enter owner's state of residence if given. If not specified, enter 00. Use code tables (state). Alpha/numeric field. Required entry. 65-69 Owner's zip code/enter owner's zip code if known, if unknown leave blank. Numeric field.
70 - 75	Letter date/if letter is source, enter letter date, if none is given, enter date of failure. If date of failure is unknown, enter date received. If part is source, enter date of failure, if unknown, enter date part was received. (year/month/day) numeric field. Required entry.
76	Unused.
77 - 78	Unusable.
79	Card type/enter a "1" for card type 1. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 2 (only one card type 2 per record) required card in record group.

Columns	Description/Explanation
1 - 6	Six-character PRP Part Number/duplicate number used in card type 1. Required entry.
7 - 42	Control information/not used for PRP.
43 - 48	PACS/HLCR Number - not used for PRP.
49 - 54	Date part received/enter the date part is received from shop (year/month/date). Numeric field. Required entry for PRP.
55 - 60	PRP reference number/used for conversion only. Six-character ODI number with a leading 0. Numeric field.
61	Facility Identifier. Ø if Independent Repair Shop. D if New Car Dealer. P if Automotive Parts Supplier. F if High Mileage Fleet. Required entry for PRP.
62 - 69	Shop code number/enter 8-character shop code from the failed data sheet. Right justified, numeric field. Required entry for PRP.
70 - 71	Source code/enter PR for PRP. Alpha field. Required entry.
72 - 76	Unused.
77 - 78	Unusable (internal record sequence).
79	Card type/enter "2" for card type 2. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 3 (up to 26 alpha characters for card type may be used per record) required card in record group.

Columns	Description/Explanation
1 - 6	Six-character PRP Number/duplicate number used in card type 1. Required entry.
7 - 71	Vehicle Information 7-16 Mfg./div./series/class code/enter unique code found in Manufacturer's table. Numeric field. Required entry. 7-18 Year/enter vehicle model year. If unknown, enter 00. Numeric field. Required entry. 19-20 Vehicle category/enter unique vehicle category code found in vehicle category table. Left justify. Alpha or numeric field. Required entry.

Card Type 3 - Continued

Columns	Description/Explanation
	19-20 Vehicle category/enter unique vehicle category code found in vehicle category table. Left justify. Alpha or numeric field. Required entry.
	21-22 Body style/enter unique body style code found in Body Style Table. Should agree with codes in VSM master list if vehicle is less than six years old and manufacturer code appears on list. Left justify. Alpha or numeric field. Required field.
	23-42 VIN/enter the vehicle identification number if given, otherwise leave blank. Alpha/numeric field, left justify.
	43-47 GVW/enter the gross vehicle weight if given, otherwise leave blank. Numeric field, right justify.
48 - 50	Unused.
51 - 53	HP/enter vehicle unique horsepower if given, otherwise leave blank. Numeric field, left justify.
54	Number of cylinders/enter the number of cylinders in engine if given, otherwise leave blank. Numeric field.
55	Carburetor/enter the number of barrels the carburetor has if given, otherwise leave blank. Numeric field.
56	Power brakes/enter "Y" for yes if the vehicle has power brakes, otherwise leave blank. Alpha field.
57	Power steering/enter "Y" for yes if the vehicle has power steering, otherwise leave blank. Alpha field.
58	Automatic transmission/enter "Y" for yes if vehicle has automatic transmission, otherwise leave blank. Alpha field.
59	AC/enter "Y" for yes if the vehicle has air conditioning, otherwise leave blank. Alpha field.
60	Speed control/enter "Y" for yes if the vehicle has speed control, otherwise leave blank. Alpha field.
61 - 66	Purchase date/enter date vehicle purchased if given (year/month/day). If month and year are given, assume day as first day of month, if date is not given, leave blank. Numeric field.
67	New or used - N/U/enter "N" or "U" respectively if given, otherwise leave blank. Alpha field.

Card Type 3 - Continued

Columns	Description/Explanation
68	Two-stage vehicles/enter "Y" for yes if vehicle is manufactured in two or more stages, otherwise leave blank. Alpha field.
69 - 71	Wheel base/enter wheel base in inches if given, otherwise leave blank. Left justify, numeric field.
72 - 76	CID/enter vehicle engine cubic inch displacement if given, otherwise leave blank. Numeric field.
77	Vehicle identifier/enter an "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry.
78	Component identifier/enter an "A" for first component. Subsequent parts or complaints do not require an additional card type three. Required entry.
79	Card type/enter "3" for card type 3. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 4 - card required only when "Y" is entered in column 68 of Card Type 3.

Columns	Description/Explanation
1 - 6	Six-character PRP Number/duplicate number used in card type 1. Required entry when card type 4 is used.
7 - 57	For vehicles manufactured in two or more stages 7-16 Mfg./div./series/class code/enter unique code found in Manufacturer's Tables. Numeric field. Required when vehicle is manufactured in two or more stages. 17-18 Year/enter vehicle model year. If unknown, enter 00. Numeric field. Required when vehicle is manufactured in two or more stages. 19-20 Vehicle category/enter vehicle categories code from Vehicle Category Table. Left justify. Alpha or numeric field. Required when vehicle is manufactured in two or more stages. 21-22 Body style/enter body style code from Body Style Table. Left justify. Alpha or numeric field. Required when vehicle is manufactured in two or more stages.

Card Type 4 - Continued

Columns	Description/Explanation
	23-42 VIN/enter the vehicle identification number if given, otherwise leave blank. Alpha/numeric field, left justify.
	43-47 GVW/enter the gross vehicle weight if given, otherwise leave blank. Right justify, numeric field.
	48-53 Purchase date/enter date second stage was purchased if given (year/month/day). If month and year given, assume day is the first day of the month. If date not given, leave blank. Numeric field.
	54 New or used/enter "N" or "U" respectively if given, otherwise leave blank. Alpha field.
	55-57 Wheel base/enter wheel base if given, otherwise leave blank. Numeric or blank field.
	58-76 Unused.
77 - 78	Internal Record Sequence 77 Vehicle identification/enter "A" for first vehicle in record. Only one card type 4 per PRP number is used. Subsequent vehicles are assigned unique PRP numbers. Subsequent components do not require an additional card type 4. Alpha field. Required entry when card type 4 is used.
	78 Component identifier/enter "A" for the first failed component of the vehicle. Subsequent components do not require an additional card type 4. Only one vehicle is assigned a PRP number, alpha field. Required entry when card type 4 is used.
79	Card type/enter "4" for card type 4. Numeric field, required entry when card type 4 is used.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 5 - (up to 26 alpha characters for card type may be used per record). Required card in record group. Only components that are related to the same incident of failure are coded under one PRP number. Unrelated components are assigned unique PRP numbers even if they are removed from the same car on the same date.

Columns	Description/Explanation
1 - 6	Six-character PRP number/duplicate number used in card type 1. Required entry.

Card Type 5 - Continued

Columns	Description/Explanation
15 - 16	Component location/enter component location, if applicable, i.e., when an S (side) and/or E (end) appear after code number in the Component Classification Table. Required field when component class code shows S and/or E indicator in Component Classification Table. 15 Side/enter "R" for right, "L" for left, "U" for unknown if component class code required side indicator. Otherwise leave blank. Alpha field. 16 End/enter "F" for front, "R" for rear, "U" for unknown if component class code requires end indicator. Otherwise leave blank. Alpha field.
17 - 20	Fault Codes 17-18 Cause/enter fault code from Fault Code Table which best describes the defect or cause of the condition. Numeric field. Required entry. 19-20 Result/enter fault code from Fault Code Table which best describes the result of the defect or condition. Numeric field. Required entry.
21	Warranty or service/enter "W" for warranty or "S" for service if the complaint is about warranty or service, otherwise leave blank. Alpha or blank field.
22 - 27	Mileage at failure/enter the mileage of the component at the time of failure if given. If component mileage is unknown, enter vehicle mileage. If no mileage is given, leave blank. Right justify and zero fill to left. Numeric or blank field.
28 - 33	Date of first failure/enter the date the first failure occurred (year/month/day). If not given, enter the date of letter. If letter date is not given, enter date part received. Numeric field.. Required entry.
34 - 35	Occurrences/enter the number of separate occasions the failure has occurred. If not given, enter 01. Right justify, zero fill to left. Numeric field. Required entry.
36	Hazard category/enter applicable hazard category code from Hazard Category Table. Alpha field. Required entry.
37	Accident/enter "Y" if there was an accident, otherwise leave blank. Alpha or blank field.

Card Type 5 - Continued

Columns	Description/Explanation
38 - 45	Accident Parameters, use only when "Y" appears in column 37 card type 5. 38 Type accident/enter type of accident. "F"=frontal collision, "S"=side collision, "R"=rear-end collision, and "N"=non-collision accident. Enter "U" if type of accident is unknown. Required entry if "Y" appears in column 37. 39-40 Injuries/enter number of injured resulting from accident, enter 00 if unknown. Right justify, zero fill to left. Numeric field. Required field if "Y" appears in column 37. 41-42 Fatalities/enter number of fatalities resulting from accident, enter 00 if unknown. Right justify, zero fill to left. Numeric field. Required field if "Y" appears in column 37. 43 Property damage/enter code for amount of damage to vehicle resulting from accident if given, otherwise leave blank. Alpha or blank field. L=light damage (up to $100) M=medium damage ($100 to $500) H=heavy damage (over $500) 44 Environmental conditions/enter appropriate code from table on next page for environmental conditions when accident took place. Alpha/numeric or blank field. 45 Driving conditions/enter appropriate code from table on next page for speed and type of road where accident took place. Alpha/numeric or blank field.
46	Failure type/"P"=primary failure - not caused by the failure of another component, "S"=secondary failure - result of a failure of another component. Leave blank if unknown. Alpha or blank field.
47	Motion/enter "Y" if car was in motion when failure occurred, "N" if not in motion, and "U" for unknown. Alpha field, required entry.
48	Fire/enter "Y" if a fire occurred at the time of the failure, "N" for no fire, and "U" for unknown. Alpha field, required entry.
49	Loss control/enter "T" if driver lost control of vehicle, "P" if partial loss of control occurred, and "U" if unknown. Alpha field, required entry.

Card Type 5 - Continued

Columns	Description/Explanation
50 - 53	FMVSS/enter any applicable Federal Motor Vehicle Safety Standard or Regulation Part Number from FMVSS Table. FMVSS number is right justified, column 50 is blank. For Regulation Part Number, use "P" in column 50. Alpha/numeric blank/numeric or blank field.
54 - 63	Part ID number/enter the part ID number(s) if given, from failed data sheet. If none is given, leave blank. If additional space is required, use comment section, card type 7 or 8. Left justify.
64	Original or replacement equipment (O/R)/enter "O" for original or "R" for replacement part. Alpha or blank field.
65 - 69	PRP bin number/enter the bin number the part is stored in from failed data sheet.
70 - 73	Part location/use when part is removed from bin. Alpha/numeric or blank field. "DOT1"=ODI office, "DOT2"=ODI storage, "DOT3"=ODI testing, "INVI"=KSI storage, "DISP"=disposed.
74 - 76	GEC Identifier. Enter Alpha characters "GEC" when coding parts received by the General Environment Corporation. Required entry when coding GEC parts.
77	Vehicle identifier/enter "A" for first vehicle in record. Subsequent vehicles are assigned unique PRP numbers. Required entry.
78	Component identifier/enter "A" for the first failed component, "B" for second related component, "C" for the third related component, and so on (D-Z). Alpha field, required entry.
79	Card type/enter "5" for card type 5. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 5 - Continued

Column 34 - Environmental Conditions

WEATHER	DAY	NIGHT	DAWN OR DUSK (TWILIGHT)	UNKNOWN TIME
Clear	A	K	S	2
Light Rain	C	L	T	3
Heavy Rain	D	M	U	4
Fog	E	N	V	5
Snow	F	O	W	6
Sleet	G	P	X	7
Other Weather	H	Q	Y	8
Unknown Weather	I	R	Z	9

Column 55 - Driving Conditions

VEHICLE SPEED WHEN FAILURE OCCURRED	STREET OR ROAD	HIGHWAY	FREEWAY	UNKNOWN
0 MPH (Stopped)	B	K	S	2
1 - 20 MPH	C	L	T	3
21 - 40 MPH	D	M	U	4
41 - 60 MPH	E	N	V	5
Over 60 MPH	F	O	W	6
Unknown Speed	G	P	X	7

Card Type 6 (up to 26 alpha characters for card type may be used per record).

Columns	Description/Explanation
1 - 6	Six-character PRP number/duplicate number used in card type 1. Required entry.
7 - 46	Tire Information 7-9 Manufacturer/enter tire manufacturer code from Tire Mfg. Table. New tire mfg. codes have two characters - left justified - whereas retread mfg. have three characters. If tire mfg. plant is unknown, use first code given for that specific fire mfg. in the Tire Mfg. Table. If Column 27 = 2, 4, or 6, then Columns 7-9 should contain three Alpha characters or blanks. 10-12 Brand/enter brand code from Tire Brand Table. Alpha field. 13-20 Size/enter tire size - left justify. Leave blank if unknown. Alpha, numeric, or blank field. NOTE: Do not include decimal point or dash. 21-22 Name/enter tire name code from Tire Name Table. Leave blank if unknown. Alpha field. 23 Unused. 24-26 Construction/enter three-character tire construction code from the following tables. Code every character that is known. Alpha field. 24 First character: "T"=Tube type, "L"=Tubeless 25 Second character: "B"=Bias (Street and Road), "R"=Radial (Street and Road), "E"=Belted Bias (Street and Road), "I"=Bias (Deep Tread, Winter), "A"=Radial (Deep Tread, Winter), "S"= Belted Bias (Deep Tread, Winter). 26 Third character: "B"=Blackwall, "W"=Any other than Blackwall. Examples of Construction Codes Follow: For: Street and Road Type TBW Tube Type, Bias Ply, Whitewall TRB Tube Type, Radial Ply, Blackwall LBB Tubeless, Bias Ply, Blackwall LEW Tubeless, Belted Bias Ply, Blackwall LRB Tubeless, Radial Ply, Blackwall

Card Type 6 - Continued

Columns Description/Explanation

For: Mud and Snow (Deep Tread)
TIB Tube Type, Bias Ply, Blackwall
TAW Tube Type, Radial Ply, Whitewall
LIW Tubeless, Bias Ply, Whitewall
LSB Tubeless, Belted Bias Ply, Blackwall

If unknown, leave blank.

27 Tire Type/enter tire type code, numeric character.

TIRE TYPE	NEW	RETREAD	REGROOVE
Normal	1	2	7
Snow Tire	3	4	8
Studded	5	6	9

28 Cord/enter cord material code, if unknown leave blank. Numeric character.

Nylon=1 Rayon=2 Polyester=3 Fiberglass=4 DP-01=5
Nygen=6 Steel=7 Other=9

29 Belt/enter belt material code, if unknown leave blank. Numeric character.

Nylon=1 Rayon=2 Polyester=3 Fiberglass=4 DP-01=5
Nygen=6 Steel=7 Other=9

30-31 Ply TR/enter number of plies under the tread (add sidewall). Right justify. Numeric field.

32-33 Ply side/enter number of plies in sidewall only. Numeric field.

34 Load range/enter alpha designation, i.e., A, B, C, etc., if given. Alpha character.

35-46 Tire ID number/enter tire identification number if provided. Left justify. The first two (new tires) or three characters (retread) should also be recorded in Columns 7-9. Alpha/numeric field. Give explanation about Tire ID and mfg's. code.

Card Type 6 - Continued

Columns	Description/Explanation
47 - 51	Investigation/case, audit or survey number/alpha/numeric field. 47 Enter "C" for investigation/case, "A" for audit or "S" for survey. 48 Enter last character of year, i.e., 75-5. 49-51 Enter case, audit or survey sequence number. Right justify, zero fill to left.
64 - 76	Unused.
77 - 78	Internal Record Sequence 77 Vehicle identifier/enter "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry if card type 6 is used. 78 Component identifier/enter "A" for first component, "B" for second, "C" for third, and so on. Up to 26 alpha characters may be used per record. Required entry if card type 6 is used.
79	Card type/enter "6" for card type 6. Required entry if card type 6 is used.
80	Action/transaction code A=add, D=delete, M=modify. Required entry if card type 6 is used.

Card Type 7 - required card in record group.
Card Type 8 - optional - identical format to card type 7 (only two cards allowed per each component on vehicle).

1 - 6	Six-character PRP number/duplicate number used in card type 1. Required entry.
7 - 76	Comments/enter free text analyst notes from failed data sheet describing component.
77 - 78	Internal Records Sequence 77 Vehicle identifier/enter "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry. 78 Component identifier/enter "A" for first component, "B" for second, and so on. Up to 26 alpha characters. Required entry.

Card Type 6 - Continued

Columns	Description/Explanation
79	Card type/enter "7" for card type 7. Required entry. Enter "8" for card type 8. Required entry if card type 8 is used.
80	Action/transaction code A=add, D=delete, M=modify. Required entry.

SHOP ID FILE

OPERATIONAL PROCEDURES

Action Codes: Indicates the status of the data to be entered on file, (Column 80 on Cards 1, 2, or 3).

Add (A) - An addition is made only once for each shop when the record is initially placed on file. All three cards must be completed and grouped together in order or the transaction cannot be completed. Once a record has been placed on the file, no other "addition" can be made for that record number.

Modify (M) - Modify means that the existing shop record is being changed to reflect new or different data. When "M" is used as a transaction code, the information that is on the record is not removed; instead, the new information is written "on top" of the existing data. Thus, it is not necessary to re-enter any information on the record if it is acceptable, since no existing data is deleted as long as those spaces are left blank on the modify card. Data that must be removed from the record may be erased by placing asterisks in the appropriate spaces. Only the card being modified is used in the transaction.

Delete (D) - Only an entire shop record can be deleted from the file. Once a record is deleted, no further information can be added; all the information for that particular record is erased. To delete a shop, only the record number and a "D" on the first card is necessary. The record number can then be reused. A shop should be deleted if (a) it indicates "no interest" on correspondence; (b) shop has never contributed a part, has been enrolled for over one year, and has not responded to a current follow-up campaign within the specified time period; (c) shop returns all current supplies; (d) mail is returned (addressee unknown, out of business, unable to forward, refused, forwarding order expired, etc.); or (e) shop specifically requests to be removed from the program.

Active Listing: To change a shop's status from inactive to active, place an "A" in Column 72 of the third card, and follow the modification procedure. Also, to indicate the certificate year, place the last two digits of the contract year end in Columns 75 and 76 of the third card. To de-activate, use asterisks and modify. The record will automatically shift to the proper listing; no deleting is necessary. Active shops should not be deleted, only de-activated, unless mail is returned and we cannot contact by phone, or if the shop specifically requests to be removed.

SHOP ID FILE - OPERATIONAL PROCEDURES (Continued)

Record Numbers: Must be used in order or it will cause errors in the Totals by Region report. Old numbers may be reused.

Operations: Changes are made by computer monthly. After coding sheets have been keypunched, cards must be arranged by record number, with additions, modifications, and deletions in separate stacks to be submitted. After transaction sheet print-out has been obtained, it should be proofed for errors.

SHOP ID FILE

DATA TRANSCRIPTION INSTRUCTIONS

Card 1 Column	Description/Explanation
1-6	Unique Record Number (Required Entry, Right Justify).
7-22	First Name and Initial.
23-38	Last Name.
39-78	Bag Numbers.
79	Card Number/=1 (Required Entry).
80	Action Code (Required Entry: "A"=add, "M"=modify, "D"=delete).
Card 2	
1-6	Unique Record Number (Required Entry, same as Card 1).
7-38	Shop Name.
39-47	Unique Shop Number (Eight Digits - Right Justify).
48-78	Bag Numbers.
79	Card Number/2= (Required Entry).
80	Action Code (Required Entry: "A"=add or "M"=modify).
Card 3	
1-6	Unique Record Number (Required Entry, same as Card 1).
7-38	Address: Number and Street.
39-54	City (Left Justify).
55-56	State (Required Entry, use code tables (state)).
57-61	Zip Code (Required Entry).

Card 3 - Continued

Column	Description/Explanation
62-64	Area Code
65-71	Telephone Number
72	"A" if Active Participant - Blank if inactive.
75-76	Year of last certificate.
79	Card Number/=3 (Required Entry).
80	Action Code (Required Entry: "A"=add or "M"=modify).

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